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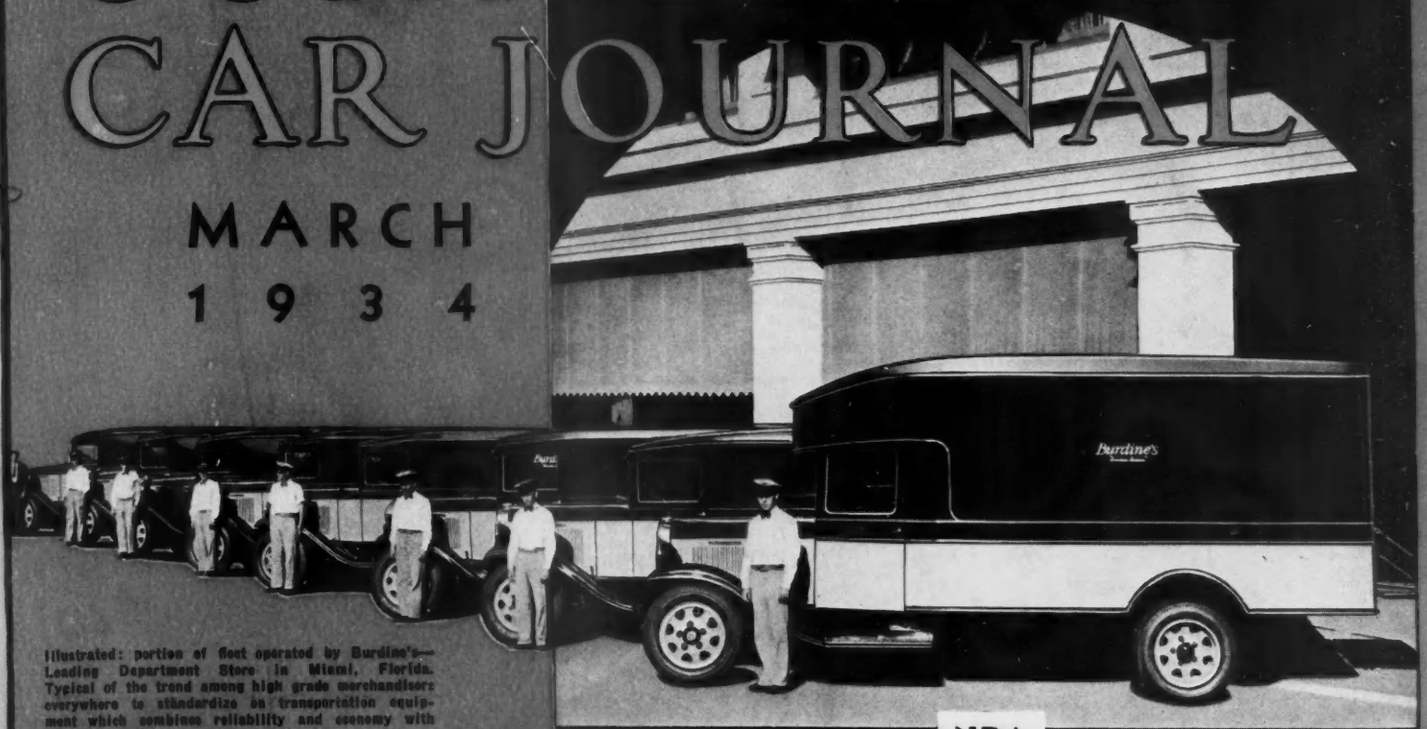
1934

COMMERCIAL CAR JOURNAL

MARCH
1934

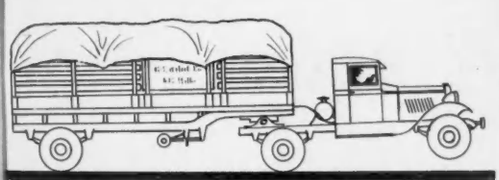


Illustrated: portion of fleet operated by Burdine's—Leading Department Store in Miami, Florida. Typical of the trend among high grade merchandisers everywhere to standardize on transportation equipment which combines reliability and economy with impressive appearance.

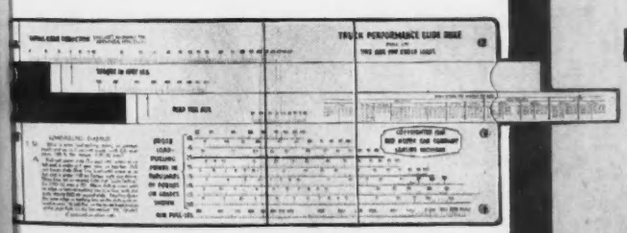
NRA MEMBER U.S. WE DO OUR PART

AVOID COSTLY MISTAKES LIKE THIS

This tractor was bought to replace one wrecked in an accident. The old semi-trailer was still in serviceable condition. When the fifth wheel or coupler was transferred to the new tractor it was located the same distance back of the cab as on its predecessor.



Because the new tractor had a shorter wheelbase this brought the fifth wheel back of the rear axle overloading the tractor rear and making the front end weight less under full load than when empty. When the fifth wheel was moved forward to insure correct load distribution on the tractor, the turning clearance was reduced to a dangerous extent. Even with the large gasoline tank removed to the side of the frame the tractor could not turn at anywhere near a right angle with the semi-trailer. The only cure was a new tractor with a longer wheelbase.



Note:
Mistakes just as costly and inexcusable as this are made almost every day by untrained salesmen. There are many important facts entering into the selection of the proper equipment for every type of job—facts which THE SALESMAN SHOULD KNOW. Ask your factory-trained Reo salesman to show you how you can easily avoid costly errors.

WHY REO SALES ARE CLIMBING

TRANSPORTATION LIBRARY

Burdine's, Miami's large department store, chose this fleet of Reo trucks "for three reasons vital to the best interests of our business," writes Geo. E. Whitten, general manager. "First, because of the dependable day-in and day-out service Reo trucks give. Second, because of the economy of operation and third, because of the service rendered by the Reo organization." Similar reasoning by buyers all over the world—recognition of the extraordinary values represented by Reo Trucks and Speedwagons at present low prices—accounts for Reo's tremendous increase in sales. Never has Reo given so much truck per dollar.

•

Reo Speed Wagons range from ¾ to 4-6 Tons. New low prices—$530 up. 32 Wheelbases—all with Reo Gold Crown engines. Tractor-Trailer units with correct load distribution and maximum payload capacity. All prices chassis F.O.B. Lansing plus tax.

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REO MOTOR CAR COMPANY
LANSING MICHIGAN

REO
SPEEDWAGONS AND TRUCKS

NOW..

PERFORMANCE PROVES IT THE GREATEST VALUE IN THE FIELD!

The new White AT $1085

CHASSIS AT FACTORY

HUNDREDS of leaders in more than 50 *distinct types of businesses* have now tested the new White at $1085 under every conceivable kind of operating condition. Their verdict is unanimous. White has put *White Quality* into every part. This new low priced White is delivering typical *White Performance* —that for 30 years has meant the lowest cost transportation money can buy.

Many White users showed their confidence in White Quality by placing initial orders for tens and twenties. New users, by the hundreds, bought single trucks. Now the repeat orders are coming in. They have learned the meaning of *White Performance* in terms of gasoline and oil economy — power — speed — flexibility — and dependability. In 4 short months the new White has proved itself the outstanding value in the low price field.

Telephone the White Branch or dealer in your city for a demonstration. The White Company, Cleveland.

White QUALITY THROUGHOUT

75 H. P. . . . White 6 cylinder engine—Big Engine Performance—with Small Engine Economy—Greater Payload space on each wheelbase—Hydraulic Brakes with Reaction Type Booster—Stellite Screwed in Exhaust Valve Seats—Rifle Drilled Full Pressure Lubrication—Four Speed Transmission—Full Floating Rear Axle.

Low Prices . . . Model 701—8,000 lbs. gross. Wheelbases 132-156—$1085. (Chassis at factory) . . . Model 702—13,000 lbs. gross. Wheelbases 132-156—$1185. (Chassis at factory) . . . Liberal terms can be arranged.

Prices subject to change without notice.

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COMMERCIAL CAR JOURNAL

with which is combined Operation & Maintenance

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EDITORIAL CONTENTS

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FEATURE ARTICLES

An Analysis of the Motor Carrier Act Proposed by Mr. Eastman 9
Truck Sales and Output Improve on Big Gains Made in 1933 10
The Goal of Truck Designers is Lower Operating Costs 13
Fleet Safety Programs Must Include Proper Maintenance 14
Analysis of State Motor Vehicle Size and Weight Restrictions .....Insert
Proposed Code of Fair Competition for the Commercial Vehicle Trade .....Insert
Proving That Governors Can Throttle Expenses.... 22
The Grandfather Clause in Regulatory Bills..... 25
Transportation Coordination—What's Been Done and What Lies Ahead 28
A Practical Guide for Tire Combinations on 1½ Ton Trucks 31
Use the Welding Torch to Fill Special Needs..... 33

NEW PRODUCT DESCRIPTIONS

Mack Designs Two Cab-Over-Engine Jobs and Dubs Them "Traffic Type" Models 34
Federal Enters Low-Price Class With 1½ Ton Model at $645 36

DEPARTMENTS

After Hours 12
The Ear-to-the-Ground Department 21
Salvage—From a Shop Man's Mail..... 27
News of the Industry 37
Commercial Car Journal Truck Specifications..... 39
Advertisers' Index 64

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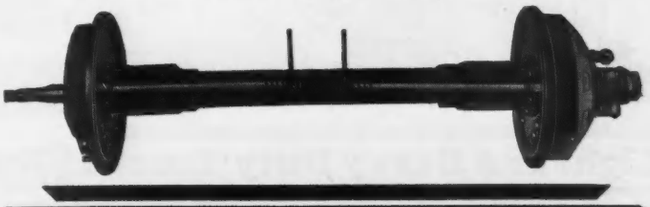
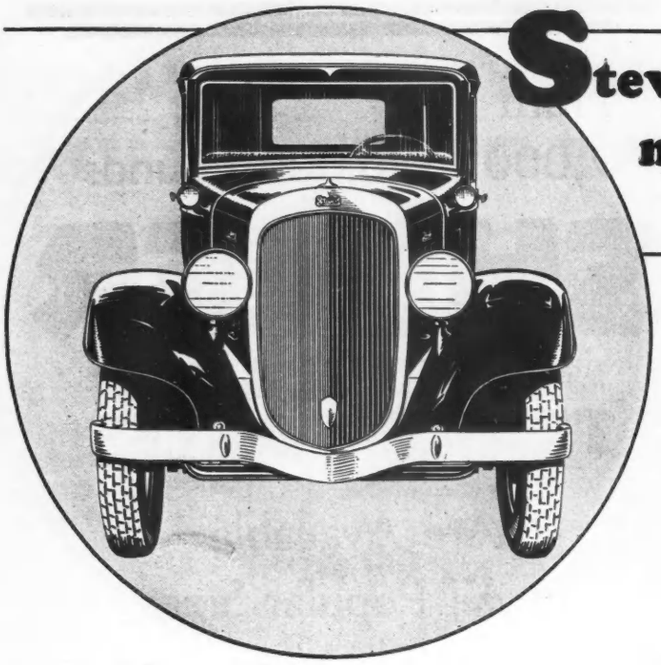




Stewarts embody improvements that place them far ahead of the field

The 1934 Stewarts are marked by a host of improvements that make them more than ever "America's Greatest Truck Value." Smarter in appearance, smoother in operation, more economical, Stewart has scored again in producing honestly built, honestly rated, honestly priced trucks that are designed to stay on the road and out of the repair shop.

New skirted fenders . . . new "V" type radiators . . . new instrument panel featuring large easy to read dials . . . side door cowl ventilators . . . these are but a few of many exterior features of the 1934 Stewarts. Mechanical improvements assure greater speed, quieter operation, increased stamina and sturdiness.

Before you buy any truck, see the 1934 Stewarts.

MODELS

Bevel Axle

¾	Ton	6 Cyl.
1	Ton	6 Cyl.
1½	Ton	6 Cyl.
2	Ton	6 Cyl.
2½	Ton	6 Cyl.
3	Ton	6 Cyl.
3	Ton	8 Cyl.
3½	Ton	8 Cyl.

Worm or Double Gear Reduction

3½	Ton	6 Cyl.
3½-5	Ton	6 Cyl.
3½-5	Ton	8 Cyl.
5-6	Ton	6 Cyl.
7-8	Ton	6 Cyl.

Bodies For Every Business

STEWART MOTOR CORPORATION
BUFFALO, N. Y.

Stewart MOTOR TRUCKS

2 Ton 6 Cylinder

Light and Heavy Duty Trucks Stewart MOTOR TRUCKS **Buses—Tractors—Tanks**

An Analysis of the Motor Carrier Act Proposed by Mr. Eastman

HERE are covered the points of vital interest to Motor Carriers in the regulatory measure proposed by the Federal Coordinator of Transportation. Comments of interested readers will be gladly welcomed and published.

Who Would Be Regulated

Common carriers by motor vehicle of passengers or property operating in interstate or foreign commerce.

Contract carriers by motor vehicle of passengers or property operating in interstate or foreign commerce.

(Note: The term "Common Carrier" includes transportation for the general public for compensation whether over regular or irregular routes. Embraces also, persons so operating, who only haul a particular class of goods. Common carrier operations of rail, water, express or forwarding companies are covered except to the extent they are subject to the present Interstate Commerce Act. Contract carriers include those not operating as common carriers who transport under "special and individual contracts or agreements" for compensation.)

Brokers arranging for interstate or foreign commerce motor vehicle transportation of persons or property (except motor carriers who are qualified under this Act, or their employees or agents).

Who Would Be Exempted

School buses; taxicabs; hotel guest transportation to and from stations; motor vehicles in national parks; trolley buses.

Who May or May Not Be Regulated (Subject to Commission discretion)

Transportation interstate of persons or property where operations are wholly within a municipality or contiguous municipalities or within a zone adjacent to and commercially a part of any municipality.

Casual or occasional transportation for compensation where person is not regularly engaged in motor vehicle transportation as his principal occupation or business.

Operating Authority

Common Carriers—Certificate of public convenience and necessity required, conditioned on applicant being "fit, willing and able properly" to perform the proposed service and further that this service is or will be required by the present or future public convenience and necessity.

Grandfather clause—If applicant or predecessor in interest was operating in good faith on January 1, 1934 and continuously since that date (except as to seasonal operations and certain other contingencies) and the operations were bona fide for the purpose of furnishing reasonably continuous and adequate service and the applicant is "fit, willing and able properly" to furnish the service, certificate shall be granted without a showing of public convenience and necessity.

Contract Carriers—Permit required, conditioned on applicant's fitness and that the proposed service is not "inconsistent with the public interest."

No grandfather clause.

Regulation of Rates

Common Carriers must establish just and reasonable rates.

The Commission shall fix the minimums and maximums in the rates where it finds that the rates are "unjust or unreasonable, or unjustly discriminatory, or unduly preferential or unduly prejudicial."

Further required to establish through routes and rates with other common carriers including motor, rail and water; and to make equitable divisions of the rate proceeds among the participating carriers.

Required to publish and make public tariffs. Prohibited from deviating therefrom or to give any rebates or preferences.

Changes in rates require 30 days notice unless Commission orders otherwise upon "good cause" shown.

Except by Commission rule carriers may not deliver without collecting transportation charges.

Contract Carriers must file schedules or contracts setting forth rates.

Commission may prescribe minimum rates if it finds that the rates give any "undue or unreasonable advantage or preference or any undue or unreasonable discrimination or disadvantage which otherwise shall contravene the public interest, whether by unfair competition or in any other manner."

Changes in rates require 30 days notice unless Commission orders otherwise upon "good cause" shown.

Insurance Requirements

Public liability for personal injuries or property damage required in amount to be fixed by the Commission.

The above applies to common carriers, also to contract motor carries except that contract motor carriers need not furnish security for injuries to passengers or damage to cargos.

Labor Regulations

Commission authorized to investigate and report on the qualifications and hours of labor of common, contract and private carriers of property by motor vehicle.

Size and Weight

Similar provision for investigation and report.

Miscellaneous Provisions

The Commission is enjoined to establish rules and regulations relating to service, uniform systems of account, records, reports, preservation of records, inspection by the Commission or its agents, safety of operation, equipment, also to regulate routes or territory to be served, revocation or suspension of certificates or permits after hearing for failure of compliance with law or regulations, and to require identification plates.

Certificates confer no property rights.

Except by Commission consent persons may not hold a common carrier certificate and also a contract carrier permit. Consolidations, mergers and control of common motor carriers and issuance of securities are subject to Commission's control in "public interest."

Administration of Act

The Interstate Commerce Commission may delegate certain functions, such as holding hearings, to its members or examiners.

It shall when motor carrier operations involve not more than three states and it may when more than three states are involved refer to a joint board for hearing, certificate and permit applications, any changes thereof, mergers, consolidations, complaints as to rates and the approval of insurance. These joint boards will be made up of a representative of the regulatory commission of each state involved. Provision is made also for contingencies in the selection of vacancies to these joint boards.

Truck Sales and Output Improve on Big Gains Made in 1933

Industry Has Replacement Market of 710,000 Units to Shoot At

WITH reports indicating that 22,000 trucks were sold in January—an increase of almost 100 per cent over January, 1933—the truck industry has cause to be optimistic regarding the year 1934. If this auspicious beginning is any indicator the opinions of the industry's leaders will be vindicated. Sales in 1933 showed a 36 per cent improvement over 1932, and they expect 1934 to show an even better gain over last year.

The potentialities are there because, according to the infallible statistics, there are 710,000 trucks in the registration column which are more than 7 years old. If the average life of a truck is indeed 7 years these 710,000 trucks are, for all sales intents and purposes, dead and ready for replacement.

Last year the replacement market was 700,000 trucks. Since 245,850 new trucks were sold, you can figure loosely that the industry realized 35 per cent of its potential market. If it realized this percentage while the country was slipping off the gold standard and in the face of bank failures and the banking holiday, it ought to realize at least 50 per cent of its 1934 potential because general business is decidedly better, there are no storm clouds on the horizon and there is more well-directed confidence in the country than at any time since the security blizzard of 1929.

A glance at the table of new truck sales reveals that, on the heels of the banking holiday, the truck industry definitely began its upward surge in April, 1933, when sales fell just short of the total for the same month of 1932. In May the industry attained its long-deferred objective by showing a gain over May, 1932. Since then terrific

New Truck Sales

Month	1933	1932	% Change
Jan.	11,710	14,770	— 20.6
Feb.	9,700	14,550	— 33.1
Mar.	9,920	16,870	— 40.7
Apr.	17,310	17,780	— 2.5
May	20,920	18,690	+ 11.9
June	23,250	17,870	+ 30.3
July	30,640	14,730	+108.0
Aug.	28,800	15,080	+ 92.0
Sept.	31,280	14,970	+106.0
Oct.	28,050	15,150	+ 85.0
Nov.	18,690	10,390	+ 80.0
Dec.	15,580	9,520	+ 63.7
Total	245,850	180,370	+ 36.2

Table of Truck Replacements

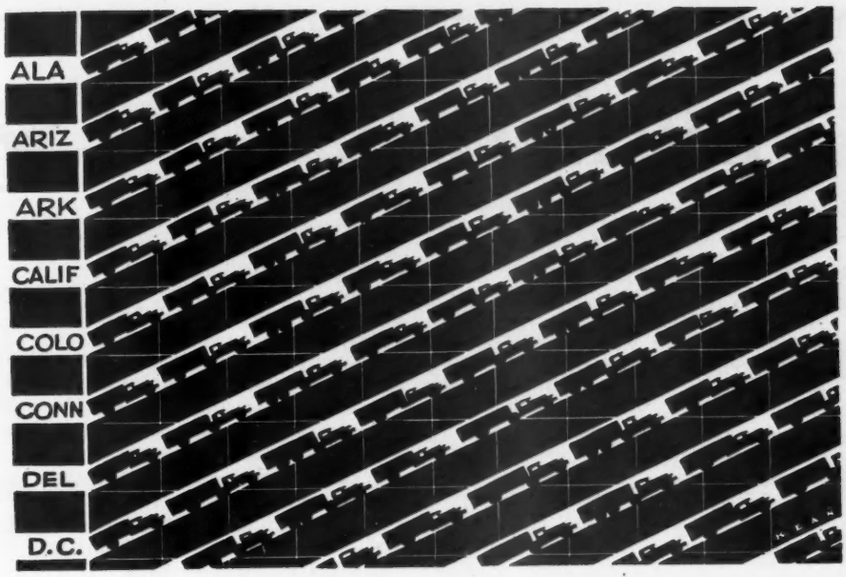
	Total* Registrations	Change in Registrations	Sales by Dealers	Replacements or Scrappage
1930	3,392,581	−21,144	410,699	431,843
1931	3,349,979	−42,602	313,884	356,486
1932	3,069,264	−280,715	180,413	461,128
1933	3,090,730	+21,466	245,850	224,384

*** Count by Chilton Company including tax exempt or official trucks. Does not include buses except where bus count is not segregated from trucks, and does not include commercial units under 3000 lbs., which California registers as passenger cars.**

Truck Production by Capacities—United States and Canada

(Based on N.A.C.C. Data)

Truck Tonnage	1929 Number	%	1930 Number	%	1931 Number	%	1932 Number	%	1933 Number	%
¾ ton or less	141,859	17.1	144,869	24.0	109,220	25.2	79,127	32.3	116,600	32.00
1 ton and less than 1½	78,786	9.5	31,028	5.2	4,899	1.1	1,618	.6	816	.22
1½ ton and less than 2	523,691	63.4	370,541	61.7	289,418	66.6	144,113	58.8	218,980	60.00
2 ton and less than 2½	28,416	3.4	16,477	2.7	8,516	2.0	7,620	3.1	15,815	4.35
2½ ton and less than 3½	33,530	4.1	22,887	3.8	11,516	2.7	6,006	2.4	7,387	2.07
3½ ton and less than 5	8,643	1.0	6,412	1.0	4,532	1.0	2,689	1.1	2,590	.71
5 ton	2,384	0.3	1,094	0.2	906	0.2	1,407	.6	491	.13
Over 5 ton and special types	9,508	1.2	6,683	1.4	5,169	1.2	2,705	1.1	1,888	.52
Total	826,817	100.0	599,991	100.0	434,176	100.0	245,285	100.0	364,567	100.00



U. S. Truck and Trailer Registrations

	Truck Registrations		%	Trailer Registrations		%
	1932	1933	Change	1932	1933	Change
Ala.	32,218	30,250	— 6.0	3,948	4,007	+ 1.2
Ariz.	14,848	15,798a	+ 6.5	1,765	1,989	+12.9
Ark.	16,503	17,000	+ 3.0	2,300	2,325	+ 0.9
Calif.	97,283b	107,941b		66,059	73,916	+11.9
Colo.	30,006	27,433	— 8.6	563	*	
Conn.	51,577	49,065	— 4.9	1,013	1,997	+97.2
Del.	9,410c	8,485c	— 9.9	649	911	+40.4
D. C.	19,331	18,941	— 2.0	607	1,116	+83.8
Fla.	38,305	54,006	+41.0	7,522	222‡	
Ga.	41,532	50,300	+21.1	4,021	5,800	+44.0
Idaho	13,932	11,000	—21.0	9,951	9,500	— 4.5
Ill.	181,715c	187,000c	+ 3.0	8,950	9,500	+ 6.1
Ind.	119,855	113,585	— 5.2	23,570	25,067	+ 2.0
Iowa	75,057	67,000	—10.6	2,833	2,000	—29.3
Kans.	72,000	72,365	+ 0.5	1,975	3,826	+93.8
Ky.	34,765	34,027	— 2.0	*	*	.....
La.	43,961	44,393	+ 0.9	6,624	7,098	+ 7.0
Maine	32,525	34,577	+ 6.3	4,220	5,800	+37.4
Md.	34,334	28,165	—18.0	1,327	1,383	+ 4.3
Mass.	103,551	99,854	— 3.6	525	523	None
Mich.	135,094	121,639	—10.0	77,538	78,998	+ 1.9
Minn.	101,651	99,130	— 2.4	21,529	19,648	— 8.6
Miss.	27,649c	24,000c	—13.2	2,300	2,000	—13.0
Mo.	99,533c	102,831c	+ 3.1	10,008	12,676	+12.7
Mont.	20,508c	27,461c	+34.0	61	483	+692.0
Nebr.	53,369	53,947	+ 1.4	13,531	14,727	+ 8.9
Nev.	6,795c	6,314c	— 7.0	646	642	— 0.6
N. H.	18,290	18,725	+ 2.3	1,448	1,922	+32.8
N. J.	133,233	129,267	— 3.0	3,038	3,162	+ 4.1
N. Mex.	15,047	13,215	—12.0	591	726	+22.9
N. Y.	323,255	295,506	— 8.6	14,483	13,646	— 5.6
N. Car.	47,195	49,660	+ 5.1	7,774	13,012	+67.2
N. Dak.	24,178	25,342	+ 5.0	39	143	+266.0
Ohio	169,653c	158,203c	— 6.7	45,588	61,170	+34.4
Okla.	49,127	65,971	+34.0	.....	4,184	.....
Oreg.	24,148	23,724	— 1.6	1,887	*	.....
Pa.	214,948	219,497	+ 2.0	7,835	10,139	+29.8
R. I.	19,075	18,636	— 2.1	95	119	+25.2
S. Car.	21,909	20,061	— 8.6	2,121	2,100	— 1.0
S. Dak.	19,372	24,000	+24.0	8,611	8,680	— 0.7
Tenn.	29,975	36,848	+23.0	3,294	2,982	— 9.4
Texas	195,144	192,930	— 1.1	35,890	35,771	— 0.5
Utah	16,762c	17,500	+ 4.4	879	950	+ 8.0
Vt.	8,365	7,924	— 5.3	519	683	+31.8
Va.	64,526	47,289	—26.6	1,740	1,775	+ 2.0
Wash	67,719	66,095	— 2.5	4,762	5,072	+ 6.5
W. Va.	34,729	33,928	— 2.4	1,785	5,078	+16.4
Wis.	111,370	109,040	— 2.0	1,118	2,653	+137.6
Wyo.	9,896c	10,862	+ 9.9	*	*	
Total.....	3,125,223	3,090,730	— 1.2	417,532	457,123	+ 9.5

a—Includes taxis.
b—Does not include approximately 145,000 commercial units under 3000 lbs.
c—Includes buses.
*Included with trucks.
†Included with passenger cars.
‡Apparently due to change in registration method.

gains have been recorded. The peak gain—108 per cent—came in the month of July. The peak in total sales came in September when 31,280 units were registered. When the year ended 245,850 new trucks had been sold for a gain of 36 per cent over 1932.

The confidence of manufacturers was emphatically demonstrated in January of this year when they produced 46,687 units. In point of production this was the second best January in the history of the truck industry. The record is held by January, 1929, with 55,928 units. Preliminary production figures recently released indicate that February attained a similar distinction. Applying average percentages February apparently recorded a production in the neighborhood of 62,000 units. If the final figures, which will be released late in March, bear this out, it will mean that in the first two months of this year the truck industry produced one-third as many trucks as during all 12 months of 1933.

And that, to be emphatic ourselves, is confidence indeed. At that rate the industry's 1933 production of 364,567 units will resemble the sun in total eclipse and the 49 per cent gain which this figure represented will be similarly overshadowed.

Total registrations for the United States show that trucks were off 1.2 per cent, 3,090,730 as against 3,125,223 in 1932.

Of the states with heavy concentration of registrations only Pennsylvania, Illinois, California and Missouri crashed through with an increase over the previous year. New York, Ohio, Michigan and Indiana failed rather badly. On the other hand quite a number of states with a lesser density of truckulation (if you'll grant the coinage) came across in phenomenal fashion. Florida led the flock with a 41 per cent gain; Oklahoma and Montana each showed a 34 per cent improvement; then came South Dakota with 24 per cent, Tennessee with 23 per cent, and Georgia with 21 per cent. The Southern States definitely displayed the effects of improved business conditions.

Trailer registrations showed truck registrations the way. This netted a gain of 9.5 per cent, representing approximately 40,000 units. There can be no question, as there has been in the past, that practically all of this gain represents sales of truck-type trailers, first because conditions during the vacation months did not favor investment in touring trailers, and second because close scrutiny of the registration table on this page will show that the best gains were made in states where legislation places a premium on truck-trailer operation.

AFTER HOURS

Some Questions of a Provocative Nature Raised by Consideration of Federal Coordinator Eastman's Proposed Act to Regulate Motor Carriers

THE motor transport industry, regardless of whether it feels the Motor Carrier Act will or should be enacted, will find this law proposed by the Federal Coordinator of Transportation a necessary subject for careful study. Operators, their counsel and trade associations should carefully scrutinize its every provision with a view to securing all possible protection upon the contingency that it be enacted as the Interstate Commerce Commission urges it is "imperatively necessary."

It is interesting to note the declaration of policy in the act:

"It is hereby declared to be the policy of Congress to promote, encourage and regulate interstate and foreign commerce by motor carriers in such manner as to develop and maintain sound economic conditions among such carriers and promote the public interest; to improve the relations of all agencies of transportation and coordinate their regulation; and to cooperate with the several states and the duly authorized officials thereof in the administration and enforcement of the provisions of this Part."

● *Is This Ample Protection?*

This section is in substitution for the provision of the Rayburn Bill which declared that nothing in the Transportation Act of 1920 should be construed as indicating a preference of rail or water transportation over motor vehicle transportation or to affect in any manner the issuance of a certificate of public convenience and necessity, nor should the Rayburn Bill be interpreted as indicating any declaration by Congress of the relative importance to the public of the several kinds of transportation.

Involved in the declaration of policy is the fundamental attitude of the regulatory body toward motor transport. The industry might question whether the new provision gives it the protection it should have. Should not the statement of policy indicate the intent of Congress and through it of the people that motor transportation should be permitted to be geared to its own progress? That it should allowed to develop without its activity being constantly held back by the dead weight of another industry?

Not only is a definitive declaration of policy embracing this viewpoint needed but every provision should be closely scrutinized to see that the policy is given effect.

Commissioner Aitchison in his scholarly study of British and American railway regulation, points out the difficulties which beset and attended the railroads almost to this day because of the carry-over to rail transportation of the public highway concepts of the early days. Similarly a reverse mistake may occur by the saddling of highway transport with any of the conditions, requirements, rules and regulations which are peculiarly inherent to railroad regulation.

Farmers and shippers generally have exercised great concern over the possibility that motor carrier rates be lifted to the railroad level. If it is the intention that motor transport rates should stand on their own bottom and not be set by the rail level, that intention should, in all fairness and to avoid dispute in administrative interpretation, be definitely stated in the law.

Furthermore the suggestion of the possibility of any conjecture over the Congressional desire to eliminate any barriers to the free flow of interstate commerce should be removed by a clear statement giving effect to the Congressional intent.

It would take a hardy soul perhaps who would propose a limitation on the "public convenience and necessity" formula. But one is constrained to question whether the generic use has affected the trademark value. All sorts of products receive the stamp. The administrative latitude afforded by the unconditional term may make or remake not only an industry but may spell public progress or retrogression.

It is a well known fact that the public is rarely truly represented at a hearing on "public convenience and necessity." On one side is the applicant with his selected witnesses and on the other are arrayed the existing carriers with numerous counsel and their opposing testimony. No amicus publicus appears.

The contract carrier must show that his proposed operation is not "inconsistent with the public interest." Certainly one will not deny that such is a delightful phrase.

But shouldn't there be some further indication to guide the administrative body—a few landmarks which might indicate that the public interest—the right to progress is as important as the zealous guarding of vested though perhaps decadent interests?

And why not give some definition of what is meant by "special and individual" contracts which are required of contract carriers?

Further why aren't the contract motor carriers entitled to a grandfather clause as much as the common motor carriers?

● *And Some More Questions*

Is the provision that any person who makes any arrangement for the transportation of passengers or property by motor vehicle for compensation is subject to the broker's requirements and penalties for violations thereof, too broad? While certainly good intentioned, may it not find resistance because of its breadth? May not too many little fish become enmeshed in a net designed for big ones?

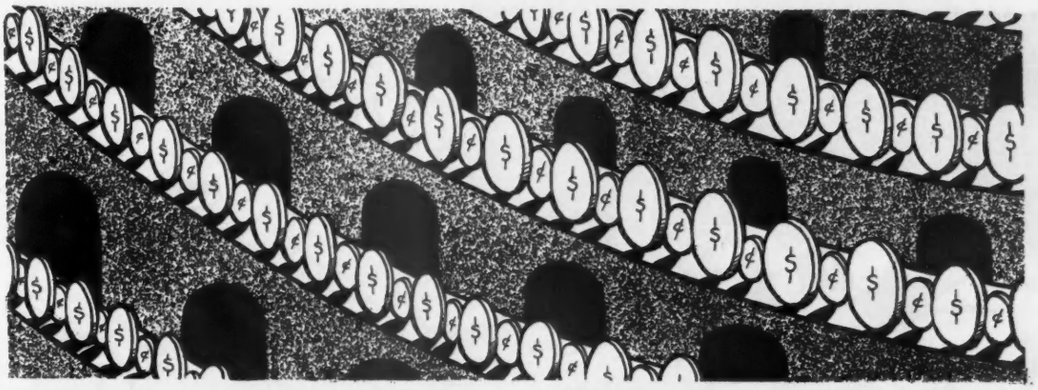
If the Interstate Commerce Commission is endowed with sufficient discretion to handle all the other important matters which would be vested in it by this proposed Act, why is it not vested with discretion to decide whether to call a joint board when the motor transport operations involve only three or less states? Why make it mandatory upon the Commission to employ a joint board in that situation? If it can use a sound discretion in matters involving four states as to whether it will appoint a joint board; why can't it do likewise when two or three states are involved? Suppose the joint board idea becomes unworkable will not another session of Congress have to be waited upon to correct a difficulty which may in the meantime seriously inconvenience the public and all transport?

These are perhaps only a few of the many serious questions which confront the motor transport industry and the public. There has been no intention to imply any dogmatic conclusions. It is hoped that the questions, as they have been designed, will be provocative.

See Page 9

ON page 9 is published an analysis of the Motor Carrier Act proposed by Mr. Eastman. It covers the points of most vital interest to motor carriers.

This is the most that could be done in this issue with this important development because the Federal Coordinator made his report public just about the time *Commercial Car Journal* was preparing to go to press.



Left to right—A. L. Scarratt, International Harvester; Alex Taub, Chevrolet; Merrill Horine, Mack; George S. Piroumoff, Brockway, and B. B. Bachman, Autocar

The Goal of Truck Designers is Lower Operating Costs

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BY HERBERT HOSKING

THE record of present accomplishment in truck building was impressively paraded by truck factory engineers at a recent gathering in New York. It left no reasonable doubt that much has been done to make the operators' problems simpler.

Almost every engineer paid tribute to the operator for contributing his experience to better truck design.

PUT nine prominent truck engineers on a platform. Give each of them 15 minutes in which to present his ideas on "How Engineering Design Reduces Maintenance and Operating Costs" and, come what may, you are bound to get a lot of information on truck engineering. That's what happened at the February meeting of the Metropolitan Section of the Society of Automotive Engineers. The papers presented and the stenotype reports of impromptu remarks covered 100 pages, enough for a respectable textbook. It was a great show. Charles Kynock of Dodge offered some high-grade burlesque on the set theme and Merrill Horine (Mack) and Alex Taub (Chevrolet) did a little shadow-boxing which might be billed: "L-head engines vs. valve-in-head."

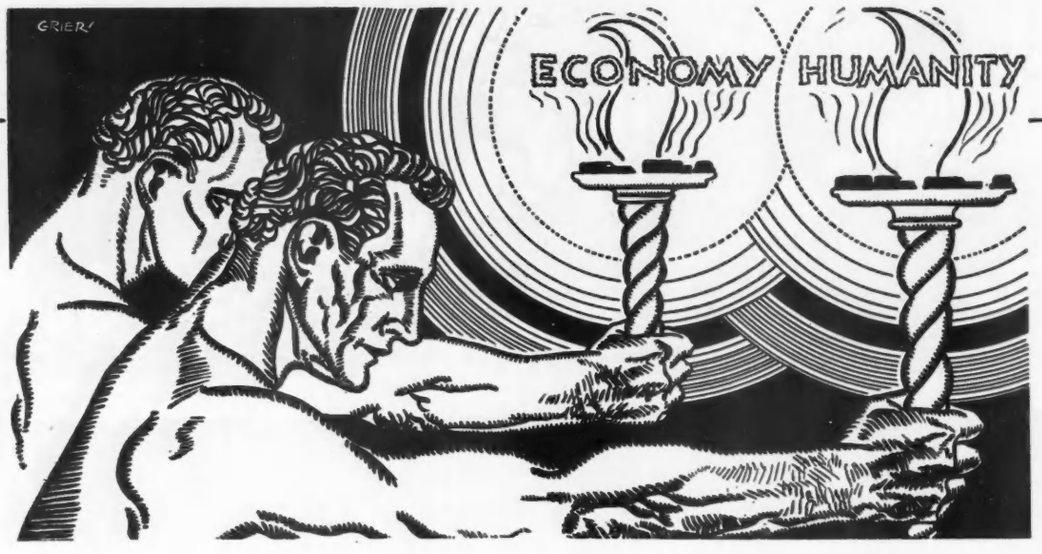
George S. Piroumoff, vice-president of Brockway (his paper was read by George H. Scragg), expressed what could be taken as the opinion which a meeting of the sort mentioned is bound to confirm. He said: "You will probably have observed that improvements incorporated, or being incorporated, in various makes of chassis are more or less of a similar nature—each manufacturer trying in one way or another to accomplish the same result. In other words, the technical perfection of the component parts entering into chassis design is becoming more and more uniform, when competitive makes of trucks of equivalent capacities are compared."

The impetus which was responsible for bringing about such a condition was phrased by O. K. Kelley (development engineer, General Motors Truck Co.). "Unlike passenger-car engineers," said Mr. Kelley, "who must try to ferret the will-o-the-wisp of public appeal in building their next-year's models, we have to work by rule. The rule is rather simple. It is to increase the earning power of our products in service. The goodness or badness of commercial cars depends solely on their ability to earn money during their lifetime. 'Handsome is as handsome does,' certainly applies to the truck field."

So the nine truck engineers proceeded to show, each in his own way, how the units built by his company met the criteria laid down by the philosophers of the meeting, Messrs. Piroumoff and Kelley.

Take the engine and begin at the top. Mr. Horine jumped right on the problem of cylinder cracking. "If any

(TURN TO PAGE 50, PLEASE)



Fleet Safety Programs Must Include Proper Maintenance

By L. T. White
Cities Service Oil Co.

THE public from time to time is shocked when it learns of tragedies which result from the effects of carbon monoxide. Deaths from this cause average about 500 per year.

I am glad of the opportunity to present facts and data which to me indicate that carbon monoxide is a contributing factor to more accidents and deaths than the above figure would indicate.

"The Great American Gamble," recently issued by the Travelers Insurance Company, reviews the automobile accidents for 1933. There were 756,000 accidents, involving over a million vehicles, which resulted in 29,900 deaths and non-fatal injuries to 850,000 persons.

It can truthfully be stated that the vast majority of these accidents have been heretofore unexplainable. For example, 74 per cent of the accidents occurred on dry surface roads, 59 per cent in the day time, while 79 per cent of the cars were going straight ahead; 84 per cent of the accidents occurred in clear weather, 92 per cent of the operators of accident cars had more than one year's driving experience, and 92 per cent of the cars were apparently in good operating and controlled condition prior to the accident.

CLINTON BRETTELL, Superintendent of Garages, R. H. Macy & Co., Inc.

● Here are briefed the statements made by four able men to the Greater New York Safety Conference. They bring out:

● 1. The suspicion that carbon monoxide resulting from improper maintenance is the cause of many "unexplainable" accidents.

● 2. That greater accident reduction depends on small fleet operators and private drivers.

● 3. Accessories can be accident hazards.

● 4. A safety program is not only humanitarian but also economical.

No one doubts the ability of carbon monoxide to kill. Hence, no one should doubt its ability to diminsh the mental and physical faculties of any motorist.

The symptoms of carbon monoxide poisoning in order of their usual occurrence are—headache, weakness, dizziness, reddening of the skin, dimming of sight, nausea, increased and labored breathing, heart irregularity, collapse—and then, death.

Experiments of the U. S. Bureau of Mines have shown that the exhaust gases of automobiles contain carbon monoxide in inversed ratio to the engine's combusion efficiency. In other words, if the motor would be operated at 100 per cent combustion efficiency, it would produce no carbon monoxide. A motor operating at 50 per cent combustion efficiency would produce 13 per cent of carbon monoxide. Simple arithmetic would show that the production of carbon monoxide from any engine is considerable in view of its deadliness.

There is no doubt that carbon monoxide is a factor in some of these accidents which are now attributed to stupidity or "errors in judgment" on the part of the vehicle operator or the pedestrian.

When we assembled these facts, it was decided to conduct an investigation

HAROLD G. HOFFMAN, Commissioner of Motor Vehicles, State of New Jersey

ALBERT C. SPOTTKE, National Bureau Casualty and Surety Underwriters

to see whether the public was noticing any of the well-established symptoms of carbon monoxide poisoning, so, in June of 1933, in each of the 15 cities of various size we asked 100 motorists the following questions:

While driving your car, did you ever become sleepy? 57 per cent said, "Yes."

Did you ever notice odors from your car? 49 per cent said, "Yes."

Did you ever have a headache while driving? 38 per cent said "Yes."

As to absentmindedness, the affirmative answers were 28 per cent.

Dizziness, 17 per cent; car sickness and actual nausea, 14 per cent.

Sudden nervous sweats, 10 per cent.

In December of last year, we were granted the assistance of the Connecticut State Police, which enabled us to make studies to discover measurable traces of carbon monoxide in car interiors. The tests were conducted under the observation of Travelers Insurance Company engineers.

Before beginning the tests it was agreed that if we could find any measurable traces of carbon monoxide in 2 per cent of the cars tested, we would have an important piece of evidence. When the tests had been concluded, and the data analyzed, we found that over 50 per cent of the cars contained measurable traces of carbon monoxide, and in 7 per cent of the cars these traces were absolutely dangerous.

It was further proved that a defective car, of which there are many, could put carbon monoxide into its own interior as it traveled along on a highway.

The effects of carbon monoxide on the average person depend on the concentrations and the period of exposure. This is most simply explained by the following formula—when hours of exposure X parts of carbon monoxide to 10,000 parts of air equals 15, the results are fatal. In other words, the average adult would be killed if he were exposed to 15 parts of carbon monoxide to 10,000 parts of air for one hour. Likewise, if he were exposed to 5 parts of carbon monoxide to 10,000 parts of air for three hours, etc.

Lethal concentrations of carbon monoxide are most likely to be developed in confined spaces such as tightly closed truck cabs or cars, and in the typical one-car garage. We recently made a post mortem analysis of a truck which had killed its driver the night before. The truck and driver were found parked along an open road. The Coroner pronounced the cause of death as carbon monoxide, from the pink tint to the skin. Beside the body was an open box of aspirin of which six tablets had been taken, evidently to cure a headache.

Thirteen parts of carbon monoxide to 10,000 parts of air were developed in six minutes. The motor was off panel less than 50 per cent efficient, the exhaunt pipe flange was broken, the muffler, assembled seam upwards, immediately beneath the cab, had split for four inches. Proof that these conditions had existed for a long time was found in the under side of the floor boards, which were charred one-quarter inch deep.

Highway accidents, due to subnormal drivers, are quite likely with concentrations from 1—5 parts. Concentrations of 1—3 parts when inhaled for several hours would certainly produce comatose drivers.

We were especially interested to note that each of the cars, encountered in the Connecticut tests, found to hold dangerous concentrations of carbon monoxide, were being operated at low combustion efficiency, indicated by their exhausts, had glaring defects in the exhaust system which had been neglected, or were using heaters which enhanced the dangers from the car ahead.

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By Harold G. Hoffman

Commissioner of Motor Vehicles, State of New Jersey

IN the final analysis, it is the small fleet operator and the private driver who must be made accident conscious if any real headway in accident prevention is to be had.

The large fleet operator, for the most part, is accident conscious. He has to be for economic reasons, if for no other. He must train his drivers carefully and instill into them the necessity of highway safety. He has the organization and the necessary records which are of vital importance in the scientific and systematic prevention of accidents on highways.

But when it comes to the small fleet operator and the private driver there is an entirely different problem. Here individualism is rampant. There is little or no coordination of thought and for the most part no personal concern in the motor vehicle accident problem until the operator himself or some relative or friend is involved in an accident.

An analysis of motor vehicle accident records for the past few years indicates that the private car driver is experiencing a worse accident record than drivers employed by fleet operators.

For example, the National Safety Council has determined that from 1927 to 1931 the drivers of passenger cars involved in fatal accidents had a 50 per cent increase while the drivers of trucks had a 7 per cent decrease. Unquestionably, the greater measure of control exerted by fleet operators over their vehicles produced these favorable results.

It is possible, I believe, to obtain equally favorable results with the small fleet and private driver by adopting fundamental activities dealing with street and highway safety.

The National Safety Council has called these activities the three E's of highway safety, that is, *Engineering*, *Enforcement* and *Education*.

Engineering: Engineering deals not only with highway design and construction but also with traffic engineering, such as the proper regulation and control of traffic upon the highways. It is, of course, important that highway regulations and control devices be properly designed and applied in an intelligent and reasonable manner in order to give the greatest expedition of traffic with safety.

Enforcement—deals with the apprehension of the wilful and negligent driver. Activities dealing with traffic law enforcement should also be reasonable and uniform in their application.

The modification of traffic court activities conducted along the lines of a hearing rather than a trial would, I believe, aid materially in the curtail-

ment of traffic law violations and the resulting motor vehicle accidents.

I believe a proper solution would be the maintaining of a complete record of each driver and whenever such a record warrants, because of the number or seriousness of offenses, he be brought before a hearing officer and either given a reprimand and warning, together with a practical lesson on the proper use of the highway or his driving privilege revoked until at such a time that his attitude indicates that thereafter he will conduct himself properly upon the highways.

Most drivers value their license to drive at an exceedingly higher value than the payment of fines.

Education—the last of the fundamental functions or activities, but in no sense the least important, is bringing to the driver, the highway user, just plain "Horse Sense."

Only by such activities can the private driver and small fleet operator be made accident conscious.

It is a big job and is not alone humane in character but also is an economic problem, the solution of which will save millions of dollars annually.

●

By Clinton Brettell

Superintendent of Garages
R. H. Macy & Co., Inc.

(Mr. Brettell dealt exhaustively with general maintenance as it applies to accident prevention. There is space here only for excerpts from his paper which deal with his experience with certain devices specifically intended to reduce accident hazards.)

TURN indicators are of questionable value, particularly if costly to equip and difficult to maintain. "Rule of the Road" driving (proper method of making turns, etc.) will do more to reduce accidents than any type of signal, which will only be observed by the careful driver anyway, and disregarded by the reckless or inconsiderate driver who is really the "accident maker."

The majority of directional signals only give a definite indication of direction when the following car is close enough to observe which way the arrow is pointing. As this would bring the following vehicle so close to the one ahead, the matter of the actual indication of turn would then be of little value. It would merely serve as a stop light to indicate that some change of direction or speed was in progress in the vehicle ahead, and would therefore serve no more useful purpose than the ordinary stop light.

Those which we have tested were of the automatic type. They are complicated and hard to keep in operation. We therefore base our estimate of the value of such equipment, which we designate as "questionable," upon such factors.

Two windshield wipers or a tandem hookup, clearing a major part of the windshield, should be provided, to give ample vision. The vacuum type have an objectionable feature, in that they slow up when the throttle is open wide, as on a heavy pull or an acceleration, and this usually occurs just when the best vision is needed. Pressure wipers, or vacuum wipers, operated with a vacuum system independent of the engine manifold, have recently come into play, and overcome this condition, of course, at an additional expense for the equipment to produce the pressure or vacuum, unless same is already available for some other auxiliary purpose.

Defrosting devices are desirable in some cases, but not perfected sufficiently as yet. The use of a thin coating of some viscous anti-freeze — glycerine, Prestone, etc.—seems to be the best means of keeping windshield clear enough for "reasonable" vision, although this is far from an ideal solution.

Non-skid treads on tires are important in safe emergency stops and turns in slippery weather. Partial deflation of tires (within limits allowed by tire manufacturers, accomplish this same result to a marked degree, making it possible to use smooth tires with safety; braking with clutch engaged, also helps.

In our experience covering various types of fleets and operating conditions, it is our firm belief that skid chains can do little to prevent accidents. In fact, due to the psychological effect upon the driver, which results in a false sense of security by driving a vehicle equipped with skid chains, it is very likely that a condition of recklessness, possibly unknowing, would result, which, instead of serving as an accident preventive, would actually be an accident hazard.

The fact that this condition is realized by many large operators, is clearly indicated by the practice of running without chains, adopted by our largest city bus company, and by practically all of the taxi cab companies, despite the fact that all of these operations are ones requiring frequent starts and stops, and high speed operation, with schedules maintained.

This is not intended to indicate any lack of appreciation of need for skid chains in providing pulling traction such as deep snow, climbing icy grades, or enabling rear wheels to continually climb up on the crown of a road, thus keeping the car properly straightened out while proceeding on a crown and slippery road.

It is merely a clear definition of the things that skid chains are sometimes thought to do, but actually will not do.

By Albert C. Spottke

National Bureau Casualty and Surety Underwriters

AN accident prevention program forcefully and conscientiously administered should be reflected in a reduction in both the number and severity of accidents. If all other factors which enter the situation remain constant, a reduction in the amount of money paid out by insurance companies in the settlement of claims should result. This can have but one effect, and that is a reduction in the cost for insurance.

However, it is important to bear in mind that the automobile rate represents a composite picture of all of the factors which contribute to the payment of losses by the insurance companies in a given territory, and while accident prevention work may reduce the number of accidents there may be other factors at work which adversely affect the situation.

If juries in a community display an attitude of "sock the insurance company," then quite naturally considerable of the good work done in the line of accident prevention loses its effectiveness in controlling the cost of insurance.

In view of the fact that the automobile rate maker must depend on the record of past insurance transactions to determine a fair price for the policy and, furthermore, that some time must elapse to permit litigation to run its course if a complete picture of the amount of money paid out by the companies during a given period is to be obtained, a certain amount of lag is introduced between the time that conditions in a territory improve and the time that this improvement becomes evident in the experience of the companies.

There is a way in which a more direct and immediate recognition may be given the accident record of a fleet owner and that is through the application of the experience rating plan. Under this plan each risk which qualifies is rated by comparing the losses actually incurred on the fleet with the amount available in the premium for that fleet. If the record of the fleet has been better than the average, then the fleet receives a credit or a discount from the manual rate. If, on the other hand, it has been worse than the average, then the fleet receives a debit or an increase over the manual rate.

The careful fleet owner will realize a saving not only in the cost of his automobile insurance but in the capital investment which he finds necessary in connection with his equipment.

Obviously then, in addition to the humanitarian side of the question an effective accident prevention program cannot do otherwise but pay direct and substantial dividends.

Analysis of State Motor Vehicle Size and Weight Restrictions

Analysis of State Motor Vehicle Size and Weight Restrictions

STATE	SIZE RESTRICTIONS							GROSS WEIGHT (LEGAL LIMITS)		(See "NOTE") PRACTICAL GROSS WEIGHT LIMITS (In thousands of pounds) (Where No Distinction Is Made Between Pneumatic and Solid Tire Limits, Below Limits Apply to Both)									
	WIDTH (In Inches)	HEIGHT (In Feet)	LENGTH: SINGLE UNIT	LENGTH: TRACTOR SEMI-T.	LENGTH: OTHER COMBI.	NUMBER OF TRAILERS	MIN. TANDEM AXLE SPACING	PER INCH OF TIRE WIDTH	PER AXLE (1000 lb)	T 4-WHEEL SINGLE UNIT	T 6-WHEEL SINGLE UNIT	4-WHEEL TRACTOR 2-WHEEL SEMI-T.	4-WHEEL TRACTOR 4-WHEEL SEMI-T.	6-WHEEL TRACTOR 4-WHEEL SEMI-T.	4-WHEEL TRUCK 4-WHEEL TRAILER	4-WHEEL TRUCK 6-WHEEL TRAILER	6-WHEEL TRUCK 4-WHEEL TRAILER	6-WHEEL TRUCK 6-WHEEL TRAILER	4-WHEEL TRACTOR 2-WH. SEMI 4-TRAILER	4-WHEEL TRACTOR 4-WH. SEMI 4-TRAILER	6-WHEEL TRACTOR 4-WH. SEMI 6-TRAILER
ALA.	96	12	30	40	NP	1	NS	NR	NR	20	20	20	20	20	NP	NP	NP	NP	NP	NP	NP
ARIZ.	96	14½	33	85	85	1½	NB	700	18	22	34	40	44	56	44	56	56	68	62	62	90
ARK. XV	96 [a]	12½	35	45	45	1 or ½	NS	Table	Table	24.9-I W 18.7-J	36.8-I W 30.8-J	41.3-I W 31 -J	52.2-I W 43.2-J	53.9 I 53.9 J	53.9-I 43.2-J	53.9 I 53.9 J	53.9 I 53.9 J	53.9 I 53.9 J	NP	NP	NP
CAL. X	96	13½	33	60	60	NR	40	N3-P 600-S	17	22	34	34	48	60	44	56	56	68	56	68	68
COLO.	96 100 [b]	12½	33	85 k	85 k	1½	40	800-P 800-S	20	30	40	50	60	70	60	70	70	80	80	90	110
CONN.	96 102 [c]	NS	40	40	NP	½	NS	NS-P 800-S	NS	32 - P 26 - S	40 - P 26 - S	40 - P 26 - S	40 - P 26 - S	40 - P 26 - S	NP	NP	NP	NP	NP	NP	NP
DEL.	96	12½	33	60	60	1½	NS	700	18-P 16-S r	26 - P 22 - S	36 - P N 22 - S	40 - P 38 - S	40 - P 38 - S	40 - P 38 - S	MS	NS	NS Trailers limited to	NS 10,000 lbs.	NS capacity.	NS	NS
D.C. V	96	12½	33	33	85	NR	40	800	24.6 15.4 s	30.8-P	39.6-P	39.6-P	39.6-P	39.6-P	61.6-P	70.4-P	70.4-P	79.2-P	70.4-P	70.4-P	79.2-P
FLA.	84	12	35	35	45	1½	NS	600-P 550-S	NR	16 - P Q 8 - S	16 -P Q 8 -S	18 - P Q 8 - S	18 - P Q 8 - S	18 - P Q 8 - S	18 - P Q 8 - S	32 -P Q 11 - S	32 -P Q 11 -S	32 -P Q 11 -S	34 -P Q 11 -S	34 -P Q 11 -S	34 - P Q 11 - S
GA.	96	12½	30 • 35 f	85 • 45 f	85 • 45 f	1½	NS	800	17.6	22 12.5-PL	39.6 12.5-PL	39.6 12.5-PL	39.6 12.5-PL	39.6 12.5-PL	44 25 -PL	44 25 -PL	44 25 -PL	44 25 - PL	61.6 25 - PL	61.6 25 -PL	61.6 25 -PL
IDA. X	96	14	35	35	65	1½	NS	800 o	16	32 W	40.2	40.2	40.2	40.2	50	50	50	50	50	50	50
ILL. VI	96	NS	35	35	40	NR	40	800	16	24 E	40 E	40	40	40	56	56	72	72	72	72	72
IND. X	96	12	33	40	40	1½	40	800-P 640-S	16 - P 12.8-S	32 - P 25.6-S W	39 - P 38.4-S	43.2-P 38.4-S	43.2-P 43.2-S	43.2-P 43.2-S	43.2-P 43.2-S	43.2-P 43.2-S	43.2-P 43.2-S	43.2-P 43.2-S	43.2-P 43.2-S	43.2-P 43.2-S	43.2-P 43.2-S
IOWA X	96	12	30 35 g	45	45	NR	40	NS	16-P 14-S	32 - P 28 - S W	33.9-P 33.9-S	40.7-P 40.7-S	40.7-P 40.7-S	40.7-P 40.7-S	40.7-P 40.7-S	40.7-P 40.7-S	40.7-P 40.7-S	40.7-P 40.7-S	40.7-P 40.7-S	40.7-P 40.7-S	40.7-P 40.7-S
KAN. V	96	12	35	50	50	1 or ½	NS	NS	16 18.5 t	24 28 t	34	40 46.5 t	48 56 t	58 62 t	48 56 t	58 62 t	58 62 t	68 68 t	NP	NP	NP
KY.	96	11½	26½	30	NP	½	NS	800	NR	18	18	18	18	18	NP	NP	NP	NP	NP	NP	NP
LA.	96	12½	33	45 l	45 l	1 or ½	NS	600	NR	7-PL F	7-PL F	10-PL	10-PL	10-PL	14-PL F	14-PL F	14-PL F	14-PL F	NP	NP	NP
ME.	96	12½	36 h	62	62	1 or ½	NS	600	18 - P 13.5-S	24 - P G 18 - S	36	36	36	36	36	36	36	36	NP	NP	NP
MD.	96	NR	NR	NR	NR	1 n	NS	NR -P 650-S	NR	25 H	40 H	40 H	40 H	40 H	50 H	65 H	65 H	80 H	65 H	65 H	80 H
MASS.	96 102 [b]	NR	28	40	56 m	1 or ½	NS	800	NR	30 - P 28 - S	40	40	40	40	60 - P 56 - S	70 - P 68 - S	70 - P 68 - S	80	NP	NP	NP
MICH.	96 102 [b]	12½	35	50	50	1½	NS	700 p	18-P p 16-S	36 - P W 32 - S p	44 - P W 39.2-S W P	54 - P W 48 - S W P	62 - P W 55.2-S W P	70 - P W 62.4-S W P	72 - P W 64 - S W P	80 - P W 71.2-S W P	80 - P W 71.2-S W P	88 - P W 78.4-S W	90 - P W 80 - S W P	98 - P W 87.2-S W P	114 - P W 101.6-S W P
MINN.	96	12½	40	40	40	2½	NS	NS	18-P u 14.4-S	36 - P 28.8-S W	42 - P 33.6-S W	54 - P 43.2-S W	60 - P 48 - S W	66 - P 52.8-S W	42 - P 34.8-S k	42 - P 34.8-S W	46 - P 39.6-S W	48 - P 39.6-S W	60 - P 49.2-S W	66 - P 54 - S W	72 - P 58.8-S W
MISS.	96	12½	33	33	50	NR	NS	700	12	22 14 -PL	22 14 -PL	22 14 -PL	22 14 -PL	22 14 -PL	30 28 -PL	30 23 -PL	30 23 -PL	30 28 -PL	30 28 -PL	30 28 -PL	30 28 -PL
MO.	96	12½	33	33	40	1 or ½	NS	600	16	24	24	38	38	38	48	48	48	48	NP	NP	NP
MONT.	96	14½	33	60	60	1½	NS	800	16.8 V	24	34	40.8	40.8	50.8	48	58	58	68	64.8	64.8	84.8
NEB.	96 [a]	12	35	35	45	1½	NS	NS	16	32 W	32	32	32	32	48	48	48	48	48	48	48
NEV.	96	13½	60	60	60	NR	42	600	NR	25	38	38	38	38	50	63	63	76	63	63	76
N.H.	96	NR	30	30	45	NR	NS	750	15	20	20 K	20	20	20	20	20	20	20	20	20	20
N.J.	96	12½	28	56	56	1 or ½	NS	Table	Table	30	30	60	60	60	60	60	60	60	NP	NP	NP
N.M. X	96 100 [b]	12½	35	45	45	1 or ½	40	700-P 500-S	18 -I 16 -J	36 -I 32 -J W	40.2-I 40.2-J	46.2 I 46.2 J	46.2 I 46.2 J	46.2 I 46.2 J	46.2 I 46.2 J	46.2 I 46.2 J	46.2 I 46.2 J	46.2 I 46.2 J	NP	NP	NP
N.Y. X	96 106 [b]	13	33	65	65	1 or ½	46	800	22.4-P 17.9-S	36 - P 28.8-S	44 - P 35.2-S	58.4-P 46.7-S W	72 - P 57.6-S W	72.8-P 64 -S	72 - P 57.6-S W	72.8-P 64 - S	72.8-P 64 - S	72.8-P 70.4-S	NP	NP	NP
N.C.	86 [c] 90	12	33 i	55	55	1 or ½	NS	600	NR	20 L	20 L	40 L	40 L	40 L	40 L	40 L	40 L	40 L	NP	NP	NP

NEV.	96	13½	60	60	60	NR	42	600	NR	25	38	38	38	38	50	63	63	76	63	63	76
N.H.	96	NR	30	30	45	NR	NS	750	15	20	20 K	20	20	20	20	20	20	20	20	20	20
N.J.	96	12½	28	56	56	1 or ½	NS	Table	Table	30	30	60	60	60	60	60	60	60	NP	NP	NP
N.M. X	96 100 b	12½	35	45	45	1 or ½	40	700-P 500-S	15 -I 16 -J	36 -I 32 -J w	40.2-I 40.2-J	46.2 I 46.2 J	46.2 I 46.2 J	46.2 I 46.2 J	46.2 I 46.2 J	46.2 I 46.2 J	46.2 I 46.2 J	46.2 I 46.2 J	NP	NP	NP
N.Y. X	96 106 b	13	33	65	65	1 or ½	46	800	22.4-P 17.9-S	36 - P 28.8-S	44 - P 35.2-S	58.4-P 46.7-S w	72 - P 57.6-S w	72.8-P 64 -S	72 - P 57.6-S w	72.8-P 64 - S	72.8-P 64 - S	72.8-P 70.4-S	NP	NP	NP
N.C.	86 c 90	12	33 1	55	55	1 or ½	NS	600	NR	20 L	20 L	40 L	40 L	40 L	40 L	40 L	40 L	40 L	NP	NP	NP
N.D.	96	12½	35	50	50	1 or ½	NS	600	16	32 w	48 w	48 w	64 w	80 w	64 w	80 w	80 w	96 w	NP	NP	NP
OHIO	96	12½	35	40	60	NR	NS	650 o	18-P 16-S	24 - P 20 - S	24 - P 20 - S	42 - P 36 - S	42 - P 36 - S	42 - P 36 - S	48 - P 40 - S	48 - P 40 - S	48 - P 40 - S	48 - P 40 - S	66 - P 56 - S	66 - P 56 - S	66-P 56-S
OKLA.	96	12½	45	45	45	1½	NS	600	NS	24	24	31	31	31	48	48	48	48	55	55	55
ORE. XV	96	11	35	35	50	NR	40	600 q	17 - w 16 - x	34 w 32 x w	46.9 w 46.9 x	46.9 w 46.9 x	46.9 w 46.9 x	46.9 w 46.9 x	49 w 49 x	49 w 49 x	49 w 49 x	49 w 49 x	49 w 49 x	49 w 49 x	49 w 49 x
PA.	96	14½	33	70	70	1½	NS	800	18 y	26 H	36 H	39	39	39	52	62	62	62	65	65	65
R.I.	102	12½	NR	85	85	2	NS	800	22.4	32 - P 28 - S	40	40	40	40	64 - P 56 - S	72 - P 68 - S	72 - P 68 - S	80	72 - P 68 - S	72 - P 68 - S	80
S.C.	90	12½	35	35	NP	½	NS	NR	10	20 w	20	20	20	20	NP	NP	NP	NP	NP	NP	NP
S.D.	96	11½	28	38	38	1 or ½	NS	600	16	20	20	20	20	20	20	20	20	20	NP	NP	NP
TENN.	96	12	35 27 R	45 35 R	45 35 R	1½ 1 or ½ R	40	650	18 z	20 18 R	20 18 R	40 18 R	40 18 R	40 18 R	42 18 R	40 18 R	40 18 R	40 18 R	60 NP R	60 NP R	60 NP R
TEX.	96	12½	35	45 1	45 1	1 or ½	NS	600	NR	7-PL F	7-PL F	7-PL F	7-PL F	7-PL F	7-PL F	7-PL F	7-PL F	7-PL F	7-PL F	7-PL F	7-PL F
UTAH	96	14	35	35	55	1½	40	800 o	18 - P 13.5-S	36 - P 27 - S w	40.2-P 40.2-S	40.2-P 40.2-S	40.2-P 40.2-S	40.2-P 40.2-S	52.2-P 52.2-S	52.2-P 52.2-S	52.2-P 52.2-S	52.2-P 52.2-S	52.2-P 52.2-S	52.2-P 52.2-S	52.2-P 52.2-S
VT.	96	12	50	50	50	1 or ½	NS	600	NR	16 M	16 M	16 M	16 M	16 M	16 M	16 M	16 M	16 M	NP	NP	NP
VA. V	96	12½	33	45	45 m	1 or ½	40	650	16	24	35	35	35	35	35	35	35	35	NP	NP	NP
WASH.	96	NR	35 05 j	85	85	1 or ½	40	800	18.5 A	24	34	42.5	48	54	48	54	54	60	NP	NP	NP
W.VA. X	96	12½	35	45	45	NR	40	NS	18-P B 14.4-S	36 -P 28.8-S w	54 -P 43.2-S w	54 - P 43.2-S w	72 -P 57.6-S w	90 - P 72 - S w	72 - P 57.6-S w	90 - P 72 - S w	90 - P 72 - S w	102.4-P 86.4-S	90 - P 72 - S w	102.4-P 86.4-S	102.4-P 102.4-S
WISC. V	96 d 102 b	12½	33	60	60	1½	40	800	12 C 12 D	24 C 15 - D	36 C 22.5 D	43 C 27 D	48 C 30 D	60 C 37.5 D	48 C 30 D	60 C 37.5 D	60 C 37.5 D	72 C 45 D	67 C 42 D	72 C 45 D	96 C 60 D
WYO. X	96	12½	40	85	85	NR	NS	700	18	36 U w	40 U	54 U w	62.5 U	62.5 U	62.5 U	62.5 U	62.5 U	62.5 U	62.5 U	62.5 U	62.5 U

a - MAY EXCEED, WHEN SOLIDS CHANGED TO PNEUMATICS.
b - AT REAR TIRES, WHEN SOLIDS CHANGED TO PNEUMATICS.
c - REGULATED "FOR HIRE" VEHICLES.

- NOTE -

K - MAY EXCEED ON DESIGNATED HIGHWAYS.
L - UNDER CORPORATION COMMISSION - BUSES, 15,000 Lbs. AND TRUCKS OR TRAILERS 18,000 Lbs. GROSS.

WISC. V	96 d 102 e	12½	33	60	60	1½	40	800	13 C 12 D	24 C 15 - D	36 C 22.5 D	43 C 27 D	48 C 30 D	60 C 37.5 D	48 C 30 D	60 C 37.5 D	60 C 37.5 D	72 C 45 D	67 C 42 D	72 C 45 D	96 C 60 D							
WYO. X	96	12½	40	85	85	NR	NS	700	18	36 U W	40 U	54 U W	62.5 U	62.5 U	62.5 U	62.5 U	62.5 U	62.5 U	62.5 U	62.5 U	62.5 U							

a - MAY EXCEED, WHEN SOLIDS CHANGED TO PNEUMATICS.
b - AT REAR TIRES, WHEN SOLIDS CHANGED TO PNEUMATICS.
c - REGULATED "FOR HIRE" VEHICLES.
d - 104 INCHES FOR URBAN BUSES.
e - PERMISSIBLE LENGTH OF PRIVATE VEHICLES.
f - PERMISSIBLE LENGTH OF "FOR HIRE" VEHICLES.
g - BUSES UNDER RAILROAD COMMISSION JURISDICTION.
h - TRAILERS ARE LIMITED TO 26 FEET.
i - EXCLUSIVE OF BUMPERS.
j - SINGLE UNITS WITH OVER 2 AXLES.
k - 60 FEET LIMITATION ON MOUNTAIN ROADS.
l - WHEN TRANSPORTING PROPERTY TO OR FROM RECEIVING OR LOADING POINT OF A COMMON CARRIER - 55 FEET.
m - EXCLUSIVE OF DRAW-BAR OR COUPLING.
n - NS - WHEN OPERATED UNDER 10 MILES PER HOUR.
o - GRADUATED ACCORDING TO TIRE WIDTH.
p - 13,000 LBS. ON TANDEM AXLES 3 FT. 6 IN. APART; APPLIES JUNE 1 TO FEB. 28; DIFFERS WITH SEASON.
q - 500 LBS. WHEN TOTAL TIRES UNDER 30 INCHES WIDE.
r - PERMISSIBLE WEIGHT ON TANDEM AXLES.
s - PERMISSIBLE ON AXLES SPACED UNDER 12 FEET.
t - DUAL TIRES OVER 8 INCHES WIDE.
u - 12,000 LBS. WHEN AXLE SPACED UNDER 8 FEET APART.
v - 13,000 LBS. ON 6-WHEELED VEHICLES.
w - PERMISSIBLE WEIGHT ON PAVED HIGHWAYS.
x - PERMISSIBLE WEIGHT ON UNPAVED HIGHWAYS.
y - 16,500 LBS. ON REAR, 8,000 LBS. ON FRONT AXLE OF 6-WHEELED VEHICLE.
z - 9,000 LBS. WHEN AXLE SPACED UNDER 8 FEET APART.

Table - THERE IS A TABLE OF AXLE WEIGHTS BASED UPON TIRE WIDTHS.
NP - NOT PERMITTED.
NR - NO RESTRICTION.
NS - NOT SPECIFIED.
P - PNEUMATIC TIRES.
PL - PAY LOAD.
S - SOLID TIRES.

(CORRECTED TO FEBRUARY 15, 1934.)

- NOTE -

EXCEPT WHEN SHOWN IN SHADED SQUARES OR WHEN FOLLOWED BY THE LETTER "W", THE ABOVE GROSS WEIGHT LIMITS ARE THE LIMITS FIXED BY STATE LAW.

WHEN SHOWN IN SHADED SQUARES THE ABOVE LIMITS ARE COMPUTATIONS MADE BY THE NATIONAL HIGHWAY USERS CONFERENCE TO SHOW WHAT IT CONSIDERS TO BE PRACTICAL GROSS WEIGHTS WHERE GROSS WEIGHTS ARE ARRIVED AT BY APPLICATION OF ONE OF THE FORMULAE SHOWN BELOW UNDER FOOTNOTE "X". IN MAKING THESE COMPUTATIONS, WHEEL BASE WAS ARRIVED AT BY DEDUCTING 8 FT. TOTAL OVER-HANG FRONT AND REAR FROM PERMISSIBLE OVER-ALL LENGTH OF UNIT OR COMBINATION; TANDEM AXLES WERE CONSIDERED TO BE A MINIMUM PERMISSIBLE DISTANCE APART; ARKANSAS CALCULATIONS INCLUDE 7-1/2% PERMISSIBLE AXLE OVER-LOAD AND THE H-20 BRIDGE FORMULA WAS USED IN WEST VIRGINIA. WHEN ACTUAL OVER-HANG IS LESS THAN 8 FT. ADDITIONAL GROSS WEIGHT WILL BE POSSIBLE.

WHEN FOLLOWED BY THE LETTER "W", THE LIMITS SHOWN ARE MAXIMUM POSSIBLE WEIGHTS WHERE GROSS WEIGHT IS DETERMINED BY PERMISSIBLE AXLE WEIGHT. THESE LIMITS ARE POSSIBLE ONLY WHEN EACH AXLE CARRIES A GROSS WEIGHT EQUAL TO THE PERMISSIBLE AXLE LIMIT AS SHOWN. ACTUAL GROSS WEIGHT IN ANY CASE WILL BE REDUCED BY WHATEVER AMOUNT ANY AXLE FAILS TO REACH THE MAXIMUM AXLE WEIGHT AS SHOWN ABOVE.

A - ON 2-AXLE TRUCK OR SEMI-TRAILER; 13,000 LBS. ON TRUCKS OR 12,000 LBS. ON TRAILERS WITH OVER 2-AXLES.
B - IN "INDUSTRIAL AREAS" - VARIES FOR DIFFERENT "AREAS."
C - PERMISSIBLE ON "CLASS A" HIGHWAYS.
D - PERMISSIBLE ON "CLASS B" HIGHWAYS.
E - 50% ADDITIONAL BUT NOT OVER 40,000 LBS. IN CITIES OF OVER 20,000.
F - DOUBLE ABOVE WHEN TRANSPORTING PROPERTY TO OR FROM RECEIVING OR LOADING POINT OF A COMMON CARRIER.
G - 27,000 LBS. WITH DUAL TIRES - LOWER FOR SOLIDS.
H - MAXIMUM SHOWN - GROSS DEPENDS ON CHASSIS WEIGHT.
I - PERMISSIBLE ON BALLOON TIRES.
J - PERMISSIBLE ON OTHER THAN BALLOON TIRES.

NATIONAL HIGHWAY USERS CONFERENCE
National Press Building
Washington, D.C.

K - MAY EXCEED ON DESIGNATED HIGHWAYS.
L - UNDER CORPORATION COMMISSION - BUSES, 15,000 LBS. AND TRUCKS OR TRAILERS 18,000 LBS. GROSS.
M - 20,000 LBS. ON STATE AID HIGHWAYS.
N - 38,000 LBS. WITH PNEUMATIC TIRES, 2 HUBS AND BRAKES ON EACH HUB.
Q - DIFFERENT LIMITS FOR "FOR HIRE" VEHICLES.
R - THIS LIMIT WAS ENJOINED FEBRUARY 14, 1934.
T - WITH THE FOLLOWING EXCEPTIONS FULL TRAILERS ARE PERMITTED THE SAME GROSS WEIGHT AS OTHER SINGLE UNITS: -
ALA., CONN., KY., S.C., - FULL TRAILERS PROHIBITED.
DELA. - CAPACITY LIMITED TO 10,000 LBS.
ILL. - ALL TRAILERS LIMITED TO 32,000 LBS. GROSS.
MINN. - TRAILERS LIMITED TO 6,000 LBS. GROSS.
NEBR. - ALL TRAILERS LIMITED TO 16,000 LBS. GROSS.
IN STATES DETERMINING GROSS WEIGHT BY FORMULA, GROSS WEIGHT OF TRAILERS IS LIMITED BY AXLE LIMITATION AND FORMULA.
U - PERMIT REQUIRED FOR ANY UNIT OR COMBINATION OVER 30,000 LBS. GROSS.
V - SOLID TIRES PROHIBITED.
W - MAXIMUM GROSS WHEN ALL AXLES CARRY MAXIMUM LOAD - SEE "NOTE."
STATES WHERE GROSS WEIGHT IS DETERMINED BY FORMULA -

ARK.	600/700 (L PLUS 40)	2 OR MORE CONSECUTIVE AXLES AND ANY UNIT OR COMBINATION.
CAL.	1750 (L PLUS 8)	ONLY APPLIES TO COMBINATIONS.
IDA.	600 (L PLUS 40)	ANY UNIT OR COMBINATION.
IND.	600 (L PLUS 40)	2 OR MORE CONSECUTIVE AXLES AND ANY UNIT OR COMBINATION.
IA.	450 (L PLUS 53-1/3)	ANY UNIT OR COMBINATION.
N. M.	600 (L PLUS 40)	2 OR MORE CONSECUTIVE AXLES AND ANY UNIT OR COMBINATION.
N. Y.	750 (L PLUS 40)	3 OR MORE CONSECUTIVE AXLES AND ANY UNIT OR COMBINATION.
ORE.	700 (L PLUS 40)	ANY UNIT OR COMBINATION.
UTAH	600 (L PLUS 40)	ANY UNIT OR COMBINATION.
W. VA.	1330/1000/670 (L PLUS 40)	APPLIES TO HIGHWAYS DEPENDENT ON TYPE OF BRIDGES THEREIN.
WYO.	500 (L PLUS 48)	2 OR MORE CONSECUTIVE AXLES AND ANY UNIT OR COMBINATION.

PROPOSED CODE OF FAIR COMPETITION FOR THE COMMERCIAL VEHICLE TRADE

ARTICLE I—*Purposes*

To effectuate the policies of Title I of the National Industrial Recovery Act, the following provisions are submitted as a Code of Fair Competition for the Commercial Motor Vehicle Trade and, upon approval by the President, shall be established as such Code.

ARTICLE II—*Scope and Definitions*

This Code is filed as a Supplement to the Code of Fair Competition for the Motor Vehicle Retailing Trade, approved by the President on October 3, 1933.

The Commercial Motor Vehicle Trade is hereby defined to cover all sales, whether by dealers or direct sellers, to users of commercial motor vehicles (above ¾-ton capacity) including sales to fleet users and governmental agencies as well as ordinary retail sales. This Code is adopted for the purpose of establishing trade-in allowances and other fair trade practices applicable to such sales.

Other words used herein are hereby defined as follows:

Basic Code means the code of the Motor Vehicle Retailing Trade.

The Trade means Commercial Motor Vehicle

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• This code has been filed with NRA to cover retailing of trucks above ¾-ton capacity. It has been offered as a supplement to the Motor Vehicle Retailing Code which covers trucks of ¾-ton capacity and under. A code hearing is next in order.

• The code is reprinted here in full except for the omission of certain obvious definitions and an itemization of the Code Authority's duties.

• Free reprints may be had.

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under Article IV-A of the Basic Code. No other property of any kind shall be accepted in lieu of cash in payment for a truck above its fair resale value, less reasonable selling expenses.

Section 3. Full information regarding the amounts realized from sales of used trucks (above ¾-ton capacity) taken in trade shall be furnished to the Code Authority from time to time as required, and on the basis of such information the Code Authority shall have the power to revise the schedules herein provided for valuation of used trucks if and when, in its judgment, any revision or changes are required to keep such valuations on a

to individual users is recognized as established trade practice and as based on sound grounds so long as said discounts are reasonable and granted only to bona fide fleet users. For the purpose of establishing reasonable and uniform trade practices in this respect, all persons regularly owning or operating ten or more trucks or buying five or more trucks within twelve months are recognized by this Code as Fleet Users, entitled to appropriate discounts in the purchase of trucks and repairs. In order that such sales may be kept on a basis above cost and in reasonable relation to retail prices, each member of the trade shall file with the Code Authority the maximum discounts from factory list prices at which it will sell to fleet users. Taxes, transportation and handling charges shall be billed to fleet users on the same basis as provided herein for ordinary retail sales.

Section 6. Sales to the Federal Government or to the various States and Territories or to any political subdivisions or agencies thereof, are excepted from the provisions of this Code requiring adherence to factory list prices on retail sales, but all of the other fair trade practice provisions of this Code, including the provision

Other words used herein are hereby defined as follows:

Basic Code means the code of the Motor Vehicle Retailing Trade.

The Trade means Commercial Motor Vehicle Trade for the Sale of Commercial Motor Vehicles to users.

ARTICLE III—*Trade-In Allowances*

Section 1. The maximum trade-in value or allowance for a used truck of over ¾-ton capacity, shall be determined as follows:

From the factory list price of said truck, chassis, body and equipment, at the time of purchase, plus handling and transportation charges to the place where traded in, deduct depreciation from the date of purchase to the date of trade-in at the rates specified in the following table as applicable to trucks of that class.

When the price, as defined above, is not more than $700, deduct depreciation at the rate of:

5% per month for the first six months
4% per month for the next six months
3% per month for the next six months
2% per month for the next six months
1% per month for the next six months
Trade-in value after 2½ years not over 10%.

From $701 to $1,000

5% per month for the first six months

time as required, and on the basis of such information the Code Authority shall have the power to revise the schedules herein provided for valuation of used trucks if and when, in its judgment, any revision or changes are required to keep such valuations on a reasonable basis.

ARTICLE IV—*Marketing Rules*

Section 1. List Prices: Each truck manufacturer shall furnish to the Code Authority immediately a complete list of all current standard chassis and/or truck models manufactured by it, with general specifications and list prices designated for each model, and shall also furnish a complete list of standard or usual accessories with list prices. Such list prices shall not be reduced until thirty (30) days after written notice to the Code Authority. Upon receiving notice of such changed list prices, the Code Authority shall immediately notify all truck manufacturing members of the industry of such change and the date when it becomes effective. Upon notice of a decreased price, any member of the industry may lower its price for comparable models or items, to become effective on the same date. Any increase in prices may be effective at any time upon written notice to the Code Authority.

Section 2. Members of the industry who have long-term contracts entered into since July 1, 1933, for the sale of new equipment for delivery in 1934 shall file with the Code Authority copies

any political subdivisions or agencies thereof, are excepted from the provisions of this Code requiring adherence to factory list prices on retail sales, but all of the other fair trade practice provisions of this Code, including the provision for valuing trade-ins, are applicable to such sales.

Section 7. With the approval of the Code Authority and the manufacturer concerned, a dealer will be permitted to sell and offer for sale new trucks that have become non-current through a substantial change in specifications or design or have been discontinued or are to be discontinued, at less than delivered prices as described in the first paragraph of this section. The intent of this provision is to enable dealers to dispose of their own or other factories' stock. In the event that the approval is refused, or that no action is taken within ten days by the said Code Authority or the manufacturer, said dealer shall have the right to appeal to the Administrator, whose decision shall be final.

Section 8. It shall be an unfair trade practice for any member of the trade to sell at retail parts, accessories and supplies purchased from the truck manufacturer at other than factory authorized prices, less the discounts authorized by said truck manufacturers.

Section 9. So long as the maker of any trademarked truck (or his successor in business) continues to make and supply repair parts therefor,

4% per month for the next six months
3% per month for the next six months
2% per month for the next six months
1% per month for the next six months
Trade-in value after 2½ years not over 10%.

From $701 to $1,000

5% per month for the first six months
4% per month for the next six months
3% per month for the next six months
1% per month for the next six months
1% per mo. for each succeeding six months
Trade-in value after 3 years not over 10%.

From $1,001 to $1,800

5% per month for the first six months
3% per month for the next six months
2% per month for the next six months
2% per month for the next six months
1% per month for the next six months
1% per mo. for each succeeding six months
Trade-in value after 3½ years not over 10%.

From $1,801 to $2,500

5% per month for the first six months
3% per month for the next six months
2% per month for the next six months
1% per month for the next six months
1% per mo. for each succeeding six months
Trade-in value after 4 years not over 10%.

From $2,501 to $3,500

5% per month for the first six months
3% per month for the next six months
1% per month for the next six months
1% per mo. for each succeeding six months
Trade-in value after 4½ years not over 10%.

Over $3,500

5% per month for the first six months
2% per month for the next six months
1% per month for the next six months
1% per mo. for each succeeding six months
Trade-in value after 5 years not over 10%.

Section 2. No member of the trade shall directly or indirectly or by subterfuge accept in trade any used truck at an allowance price of more than its value as determined in the paragraph just preceding, or accept any used passenger car or truck of ¾-ton or less capacity at an allowance price greater than permitted

of the industry may lower its price for comparable models or items, to become effective on the same date. Any increase in prices may be effective at any time upon written notice to the Code Authority.

Section 2. Members of the industry who have long-term contracts entered into since July 1, 1933, for the sale of new equipment for delivery in 1934 shall file with the Code Authority copies of same, and such contracts shall be canceled.

Section 3. It shall be an unfair trade practice to sell a new truck at retail to a consumer for less than factory list prices, plus an amount equal to—

(a) Equipment at listed prices.
(b) All taxes paid by dealer applicable to the motor vehicle sold.
(c) Average cost of transportation from factory to said dealer, or shipments received by said dealer during a sixty-day period as shown by sworn statement of said dealer.
(d) Dealer's average cost of handling (including such items as (w) unloading, (x) assembling, (y) conditioning for delivery, and (z) interest actually paid by said dealer but not to exceed 90 days on cost of transportation).

In arriving at prices at which trucks may be sold, the amount of cash and/or notes, plus an amount not to exceed the depreciated value of chassis and equipment of the trade-in, as provided above, shall be added together.

Motor trucks sold to employees for use in their employer's business as demonstrators and trucks used as demonstrators by members of the trade may, however, be sold to a consumer at retail for less than the full retail price when they have been in use for a period of at least sixty days or have had at least 3,500 miles actual road usage.

Section 4. It shall be an unfair trade practice to offer or give any discount, gratuity, commission, service or accessory to a customer or his agent for the purpose of inducing the customer or his agent to purchase a truck. Nothing herein shall prevent conduct pursuant to any warranty of the manufacturer.

Section 5. FLEET USERS. The sale of trucks to fleet users at discounts below the retail prices

for any member of the trade to sell at retail parts, accessories and supplies purchased from the truck manufacturer at other than factory authorized prices, less the discounts authorized by said truck manufacturers.

Section 9. So long as the maker of any trade-marked truck (or his successor in business) continues to make and supply repair parts therefor, it shall be an unfair method of competition for any other person to make and supply repair parts for such trucks, unless (a) the name of the maker of such repair part is plainly marked on such part (or if this is impractical, then on the package or tag); and unless (b) said parts are otherwise marked, packaged and sold without imitating labels and in such a manner as to show clearly to the ultimate user that they are not made by the maker of the original truck.

Section 10. It shall be an unfair trade practice to sell trucks on a warranty other than the current standard warranty of the National Automobile Chamber of Commerce.

Section 11. It shall be an unfair trade practice to use false or misleading advertising or inaccurate, comparative data.

Section 12. Charges for financing conditional sales shall be upon an equitable basis to buyer and member of the industry. No member of the industry in financing conditional sales shall charge the buyer a lower rate than the lowest rate, or a higher rate than the highest rate regularly charged by established finance companies operating in the same district as the member of the industry.

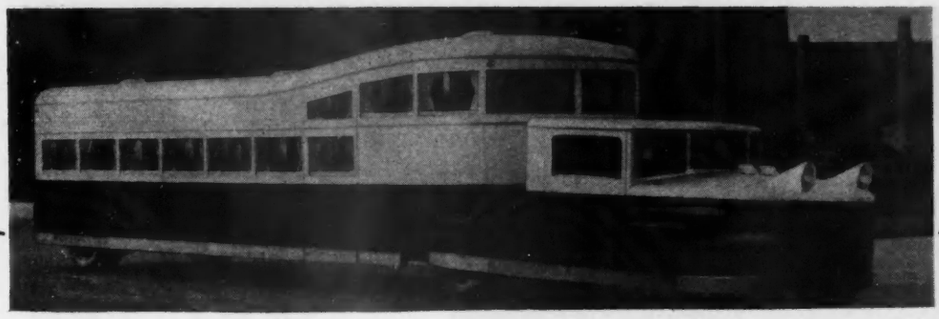
ARTICLE V—*Administration*

A Code Authority is hereby constituted to cooperate with the Administrator in the administration of this Code. Such Code Authority shall consist of twelve (12) individuals, four (4) of whom shall be appointed by the National Automobile Dealers' Association and eight (8) shall be appointed by the Truck Trade Practice Committee of the National Automobile Chamber of Commerce. The original appointments shall be submitted with this Code. Such individual shall hold office for one (1) year and shall be similarly appointed at one (1) year intervals during the existence of this Code or amendments thereto.

senger car or truck of ¾-ton or less capacity at an allowance price greater than permitted

Section 5. FLEET USERS. The sale of trucks to fleet users at discounts below the retail prices

ments thereto.



The stream-lined superstructure on this tractor is by The Highland Body Mfg. Co. The company informs us that it can furnish this type of tractor with a freight trailer

• THE EAR-TO-THE-GROUND DEPARTMENT •

A Freezing Powerizer

THE McCord Radiator & Mfg. Co. expects to begin active exploitation within 60 days of a fuel and refrigerating system for trucks employing Petrogas (butane product, see January CCJ), a Shell Oil Co. product. Patents are held by Shell. McCord has exclusive manufacturing and sales rights in America. If you are planning to make equipment replacements before the summer months make themselves felt on perishables, the McCord company may give you some advance information to guide you in your planning. Anyway, we'll be glad to notify them of your interest.

Rolling Out of Reo

Some time about June the Reo company is expected to announce a new, neat and nifty model. Don't be taken by surprise if it should be a half-tonner priced right down into the thickest of the competition.

LeMoon Spots the Oasis

Nelson LeMoon has joined the select ranks of the "camel-back" manufacturers, which now include such companies as Autocar, General Motors Truck, Mack and Sterling. If you want the specifications of the LeMoon contribution refer to Model 1100 in the Specification Table. The factory wired us that photographs would come along in time for the April issue.

A Newcomer Coming

A large passenger-car manufacturer not now in the truck field is expected to announce a truck line within the next three months. It won't be an experiment because the company's reputation puts above such a thing.

Buda Diesel Buds

The Buda Co.'s detailed announcement of its new light-weight, high-speed, full diesel engine is in preparation. Commercial Car Journal's representative braved the blizzards of late February to get the story. The first of these engines was shipped to the Pacific Coast, installed in a Kenworth truck and delivered to a Yakima contractor. At this rate Kenworth will have a diesel-engined chassis to list in the Specifications Table.

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One for the Records

The distinction of being the first man in the trucking industry to know that the trucking code had been signed goes to W. E. Humphreys, president of the Jacobs Transfer Co., Inc., Washington, D. C. At the code celebration dinner he observed realistically that he'd like to know what the hell good it does him. At least, Mr. Humphreys, your name is herewith inscribed in the archives of the truck industry.

The Winged Lubricant

Mercuroil, whose slogan is "Gives Motor Wings," is being groomed for the national market via a national advertising campaign. This lubricant has been on the market three years but sold only through "house-to-house" salesmen. Special qualities attributed to it by the Mercuroil Corp. of America are: minute molecular size, very adhesive to metal surfaces (so that irregularities of bearing surfaces are made more smooth and friction reduced, cohesive capacities for lubricant retention (after use bearings may run dry for a reasonable length of time without lubricant. There are others which the company will be glad to acquaint you with.

An Artificial Ripener

The trade and operators in the business of hauling perishables should know that there is on the market a gas which artificially ripens fruits and vegetables. This "magic gas" is Ethylene, sold by the Carbide & Carbon Chemicals Corp.

What Ethylene Is

Ethylene is a colorless gas of faint, pleasant odor. Chemists say it has no effect on the vitamin content of fruits or vegetables. It is marketed in steel cylinders holding 28 lb., or approximately 380 cu. ft., of gas. Fruits and vegetables must be treated in closed chambers or refrigerated vehicles to prevent the Ethylene from escaping. The speed of the process, technicians point out, saves handling, storage space and spoilage, while results are uniform.

Railroads Are Using It

Melons, apples, pears, dates, persimmons, pineapples, and tomatoes are being given the Ethylene treatment in refrigerated freight cars. The process of ripening takes place en route. Chemists state that the gas will open a market for mangoes, papayas, custard apples, jujubes and other tropical fruits little known in Northern markets because they are subject to spoilage.

Why Not Refrigerated Trucks?

To the trucking industry this gas seems to open up wide possibilities. There seems to be no reason why the process would not work equally well in refrigerated trucks. The estimated cost of ripening a carload of bananas is about 40 cents. To the fruit and vegetable marketer, Ethylene accomplishes an advantage over nature long sought and hoped for.

Executive Thinking

The Fruehauf Trailer Co. has prepared a handsome booklet entitled "Executive Thinking." It discusses operating problems in an entirely distinctive fashion, leaving the obvious conclusions to the operator. You should have a copy on hand if only for reference purposes. If you want one we'll tell Fruehauf—if you'll tell us.

IHC to Make Half-Ton

International is soon to begin manufacturing its own half-ton truck. It will be called Model C-1. Extreme low pressure tires will be optional, we hear.

F.W.D.'s C-O-E

The Four-Wheel-Drive Auto Co. has a "camel-back" model in the blueprint stage. Camel-backs are not new to FWD. The cab of one early model towered so high the driver deserved to be called a sky-pilot. —G.T.H.

IN this article Mr. Frazer offers proof, based upon experiments in his own operation, that the governor is an economical device when properly utilized.

As he rightly points out in his opening remarks, there has been a noticeable lack of such proof in automotive journals.

With the able assistance of Mr. Frazer, Commercial Car Journal proposes to supply the evidence. This first article offers the available proof compiled by Mr. Frazer. Experiments are still in progress, as he points out, and the results of these will be published when they are ready.

Heretofore the advantages attributed to governors have been based solely on logic. Mr. Frazer is going after the facts.

The controversy—which still exists—over governors has been fostered by theoretical differences of opinion. Commercial Car Journal hopes to temper the controversy with practical conclusions.

FACTS and figures bearing on the economies to be obtained from the use of governors on automotive vehicles have been noticeably lacking in the automotive journals, which would indicate that there has not been a great deal of experimentation with these devices. Like most any other device, governors can only prove their value after they have been used in a long period of intelligently conducted experiments, during which the operation must be constantly observed and complete cost records kept.

Approximately 16 months of experimentation with governors in the fleet with which this writer is associated has developed several interesting facts, and a few interesting figures anent the value of governors as applied to the operation of a popular make of four-cylinder vehicle in its various capacities and types.

When it was first decided to install governors on vehicles for the pupose of determining if they would prove economical, there were three issues to be settled at the very beginning. The first issue was the type of governor to use, the second the class of vehicle on which to install the governor and the third consisted of determining just what information we were to look for in our studies. It must be remembered that in this experimentation we must establish, if possible, definite proof that governors either saved sufficient money to justify their cost, or that they had no effect whatever, or that they increased the expense of operation. The first problem was met by selecting the velocity type governor. The selection of the four-cylinder vehicles mentioned above disposed of the second issue. In settling the third issue, the theoretical effects the reduction of maximum speeds would have on a vehicle and its operation were listed in the following order:

1. Gasoline consumption.
2. Oil consumption.
3. Tire abuse.
4. Engine wear.
5. General vibratory damage.

In breaking down cost records, therefore, there would be some basis of determining just where the best effects from the use of governors was encountered. Later on, however, the items of oil consumption and tire wear were abandoned, because, in the case of the former, it is such a small portion of the total operating cost as to be practically negligible, and in the case of the latter, the wide variety of street and road surfacing types over which vehicles both with and without governors traveled would not provide an equable basis for comparison. That is to say, some vehicles traveled a major portion of their mileage over very rough gravel-and-asphalt pavements, another traveled mostly on concrete, or another on smooth asphalt, some on rocky country roads, etc.

By William E. Frazer

West Coast Operator

Proving That Governors Can Throttle Expenses

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For the purpose of making the comparisons, it was obvious that the governors could not be installed haphazardly on just any vehicles of the class selected which came to mind. There must be some basis of equality, which meant that the governors must be placed on vehicles of the same age, type and capacity, and performing as nearly as possible the same class of work, as there were vehicles which we must have in operation without governors. So the governors were placed on brand new coupes, pickups, and 1½-ton trucks, and these vehicles were then listed on data sheets opposite the same number of brand new coupes, pickups and 1½-ton trucks performing as nearly as possible the same class of work, which were not equipped with governors. In addition to these, installations were made on a coupe 38 months old, and on a station wagon. A coupe 36 months old performing similar class of work was selected for comparison with the 38-month coupe with governor, and a station wagon performing the same class of work as the governor-equipped station wagon, but 28 months younger, was selected for the comparable vehicle of the governor-equipped station wagon. These last two installations were made to provide a different form of comparison. The governors on the large group of new vehicles were installed within a few days of each other, and it was decided to operate all vehicles with that set-up for a period of 12 months and compare the average operating figures for the year period.

Consider, then, the following facts at the end of the 12 months:

No. 1

3—1½-ton trucks, with governors, averaged 10.2 miles per gallon gasoline at a total average cost per mile of $0.0742.

3—1½-ton trucks, without governors, averaged 8.9 miles per gallon gasoline, at a total average cost per mile of $0.0982.

These are undoubtedly eloquent figures, though in all fairness it must be said that the vehicles without governors were operating under slightly more rigorous conditions than were the three vehicles equipped with governors. On the other hand, the conditions were hardly sufficiently variant to cause the entire differential in gasoline consumption.

No. 2

1—Station Wagon equipped with governor averaged 19.2 miles per gallon gasoline at a total operating cost of .037 per mile.

1—Station wagon not equipped with governor averaged 17.1 miles per gallon, with cost of .040 mile.

While the gasoline consumption is a pleasing figure, the difference in operating cost is not so great, although it must be remembered that the vehicle with the governor is 28 months older than the vehicle without the governor. Both vehicles are in the same type of service, and make fairly long runs usually outside of congested districts. Mileage of tires removed from the vehicle equipped with governor exceeded by from one to two thousand miles per tire the mileage of tires removed from the vehicle not so equipped.

No. 3

1—Coupe 38 months old, with governor, operated at 16.8 miles per gallon for the period, at a cost of .057 per mile.

1—Coupe 36 months old, without governor, operated at 16.5 miles per gallon, at cost of .062 per mile.

No. 4

2—Pickups with governors, operated during the 12 months at an average of 13.8 miles per gallone gasoline, each.

2—Pickups without governor, operated during the same period at an average of 13.3 miles per gallon, each.

All four of these pickups were operating in outlying districts under more or less rigorous conditions.

Now, with respect to the above four groups of vehicles, a summary shows that the vehicles equipped with governors averaged 15 miles per gallon of gasoline, while the vehicles not equipped with governors averaged but 13.95 miles per gallon. Thus the vehicles equipped with governors enjoyed an increase of 7½ per cent in fuel economy over the vehicles not so equipped, which is a not inconsiderable saving in these times.

In the new coupe groupings, however, the two governor-equipped ve-

hicles operated at a lower gasoline mileage than did the two new coupes which were not equipped with the devices. It is felt that this was due, partially, at least, to the fact that the former two vehicles only averaged 8500 miles per month in service of short trips and many stops and starts in congested areas, whereas the latter coupes averaged 12,000 miles per month each in service of longer trips of more evenly sustained speeds. This, however, does not constitute proof, and must remain conjecture until more complete data have been obtained.

• *Favorable Economies*

So far, then, except for the coupe groupings mentioned in the foregoing paragraph, the statistics indicate favorable economies to be obtained by the use of governors. However, it must be remembered that these figures are for one year's operation, which, while they give a pretty accurate indication of operations, do not allow sufficient time, in this instance, for a complete record. The reason for this is that all vehicles on which the governors were installed do not travel a high mileage per year, about 16,000 miles being the maximum and 5000 the minimum. As stated in the early paragraphs of this article, it was expected that one of the items of saving would be in connection with less engine overhaul work due to less engine wear. Theoretically the governing of engine speed to a reasonable maximum should reduce the rate of engine wear and therefore prolong the period at which new rings would be required, and, in the period after new rings were installed, prolong the period at which a rebore would be required. Our average ring replacements occur after the first 17,000 miles up to 20,000 miles. The next few months, therefore, will prove whether or not ring replacement periods are appreciably extended by the use of governors.

Likewise, the operations for the 12 months did not allow sufficient time or mileage to elapse to provide any accurate data on general vibratory damage which usually results from the high speeds. Whether or not the limitation of speed had beneficial effects with regard to loosened body bolts, etc., will also be discovered within the next few months.

This first year of experimentation has disclosed several matters that must be given careful consideration in any program to adopt governors for general use within a fleet.

First, it is concluded that there can be no wholesale adoption of governors for installation on the entire fleet. In any proposal to install governors, the fleet make-up should be carefully studied, and the operations of each vehicle should be analyzed with respect to territory in which it is operating, speeds at which it is possible to operate it within that territory, and the temperament of the driver of the vehicle.

To elucidate, governors should not be installed on vehicles which work in heavily congested districts where it is not often possible to drive faster than 30 or 35 miles per hour, UNLESS they are light vehicles assigned to drivers who "get away" in a hurry. In this latter event, the governors set at the proper r.p.m will tend to eliminate the wheel spinning and "winding up" in second gear, on the get-away.

There is no need, either, to look for economy if governors which are installed on vehicles making long runs are set at too high engine speeds. If we accept the recently published economy range of from 20 to 35 miles per hour, it is easy to see that setting governors at an approximate speed of 45 to 47 miles per hour is not going to bring much fuel economy on vehicles which would normally seldom exceed that speed anyway, assuming, of course, that the drivers of these vehicles regularly conform to legal speed limits. In other words, the governors should be installed only on vehicles known to travel at excessive speeds, and they should be set to reduce such speeds to sane, economic rates of travel consistent with the demands of the service for which the vehicles are being used.

• *Handling a Hazard*

A second matter to be considered is the hazard of accidents introduced by the use of governors, which, ironically enough, have as one of their indirect purposes the reduction of accident hazards by the reduction of high speeds. The accident hazard, however, is corelated to the human element injected by the driver. Drivers seem, as a rule, to be antagonistic toward governors, holding the attitude that the installation of the devices is a reflection upon their driving. A good many of the drivers, therefore, are unwilling to cooperate. If a governor equipped vehicle is overtaking another vehicle going in the same direction, both vehicles traveling slightly under the maximum speed setting of the governor (the overtaken vehicle, of course, going the slower of the two) the driver of the governor equipped vehicle, on attempting to pass the other vehicle, will have his engine cut-out on him before the passing has been completed, or before he has had sufficient time to get back into the right lane of traffic. On most highways, where travel is fairly heavy, this introduces an accident hazard with vehicles approaching from the opposite direction. The remedy here is to instruct all drivers of governor-equipped vehicles to never attempt to pass a vehicle on the highway when they are both traveling close to the maximum speed setting of the governor. The delay in arriving at the destination occasioned by following such instructions would never amount to more than a minute or two. A small brass plate in the cab should contain, among other things, the maximum speed setting of the governor in miles per hour.

• *The Double Check*

In spite of the favorable figures quoted as having resulted in the first general experiment, there are still at least two other methods of experimentation which must be used not only as a sort of double check, but to provide more complete data. In the first general trial in the larger group of vehicles, the governors were installed, with the exceptions noted, on new vehicles and the operations of these vehicles were compared to new vehicles of the same make, type, age and class of work vehicles not equipped with governors. This system leaves the one element of doubt in that no matter how similar work classes appear to be, each vehicle in those similar classes is subjected to varying conditions which most usually affect their operation. Furthermore, each vehicle is a different operation from its twin brothers. Drivers, too, differ widely and provide the greatest variance in operations of the same type, make and age of vehicles.

The first of these two remaining methods consists of a program of changing assignments of vehicles equipped with governors and the comparable vehicles not so equipped. For instance, Vehicle A equipped with governor, was used on Job No. 1 during the 12 months' test. Vehicle B not equipped was used on Job No. 2 during the same period. Both drivers were permanent to the jobs. Two months ago Vehicle A was transferred to Job No. 2, and Vehicle B was transferred to Job No. 1. This was done with six comparable vehicles, all six jobs being similar in character but in different geographical localities. Now, after a period of operation, the operating figures of Vehicle A while on Job No. 2 will be compared to its operation while on job No. 1, as well as to the figures of vehicle B while it was on Job No. 2. The first comparison will give an indication of the fluctuations to be expected under a different driver over different territory, and the second comparison will indicate whether the vehicle A operated more economically on Job

(Turn to Page 51, Please)

The Grandfather Clause in Regulatory Bills

It Can Contain Lots of Trouble for Operators

By Fred A. Eldean
Counsellor-at-Law

WHEN a motor carrier regulatory act is passed the question arises: How will this affect the existing operators? Ordinarily it will affect them in the same manner and degree that it will future applicants, except in one particular, namely, the requirements necessary to secure the operating authority—the certificate or permit.

Customarily there is a provision that those persons operating upon a certain date, generally prior to, or at the effective date of the act, need not make a showing of "convenience and necessity" before the authority to operate will be granted. This provision, called a "grandfather" clause (by analogy to the post Civil War voting laws), is simply one of fairness.

The Maine Public Utilities Commission recently stated, "The theory of these so-called 'grandfather' provisions of the law is obviously based upon continuity or regularity in serving the public for a sufficient length of time to indicate not only a demand on the part of the public for the particular service which the carrier has been rendering . . . but also that such a carrier who has built up a well-established and valuable business should not be deprived of the benefits to be derived from the privilege of continuing that business."

In other words, a man having made an investment and having pioneered a field ought not to be deprived of it nor the advantages which should reasonably accrue therefrom. Furthermore, the fact that he has been operating ought to be a presumption that the public "convenience and necessity" requires the services.

However, not every state has taken this reasonable and equitable view. In at least one state, all motor transport operators were subjected to the same requirements regardless of whether they had established businesses prior to the law or had commenced operations subsequent to the enactment of regulation. In some states only temporary permits to operate have been granted. In some, the temporary permits became permanent without notice and hearing unless a protest was filed. In another, the presumption was that existing operations were required for the public "convenience and necessity," and unless this presumption was overcome, a certificate to operate was granted. Another method has been to give the operating authority as a matter of right to those who qualify under the "grandfather"

HOW can you, as a present motor transport operator, protect your interests in any proposed motor carrier regulatory law, state or federal, or under the codes?

Mr. Eldean suggests the following as some things which you might do:

1. With your legal counsel, carefully scrutinize any proposed regulation to see that your rights as an existing operator are protected.

2. Keep complete records of your operations.

3. Anticipate, if possible, the regulation with sufficient motor transport facilities to care for your reasonable near-future operation needs.

4. In the same way check your territorial expansion needs.

5. Note "Grandfather Clause" date.

6. Check to see if the identical person who is operating on "grandfather clause" date must make application.

Mr. Eldean is a legal author and expert in legal research, and is now preparing a book on motor carrier law.

clause. Finally, some states exempted the existing operators from the requirement of getting a certificate or permit.

The foregoing briefly summarized divergent provisions indicate what may happen in any proposed motor carrier regulatory law. They point out the necessity of careful scrutiny of this aspect of any suggested law by motor operators themselves, their legal counsel, and the motor transport trade association executives.

Decisions applying the "grandfather" clause point out certain limitations. Some of these rulings appear to be inequitable, yet since the clause has been interpreted narrowly, it seems important that the hedging restrictions under which it has been applied be illustrated in order that the operator with any eye to the future might survey and adjust his own operations so as to avoid, where possible, these contingencies.

Two Ohio cases restrict the benefits of the "grandfather" clause to the identical operator. Thus where a partnership was operating on the "grandfather" clause date, this was held not to entitle one of the partners to operate alone later. Likewise, the operation by an individual was held not to inure to the benefit of a corporation which he formed and to which he had transferred his business.

On the other hand, New Jersey courts have permitted the operation of several individuals to be transferred to the benefit of the corporation formed by them. Virginia allowed a partnership to qualify under the "grandfather" clause where only one of the partners had been operating on the effective date.

Maine permitted an applicant a certificate as of right where he was not in operation upon the "grandfather" date, but where his predecessor had rendered transportation service for several years prior to the applicant. The Commission permitted tacking of the two periods of service.

• *Operator Should Apply*

Upon reason, it would seem that the latter cases are correct for, after all, the purpose of the law is to give the benefit of the "grandfather clause" to the *operations* being conducted on the specified date. It is presumed that "convenience and necessity" require these motor transport operations. Whether they were being conducted by an individual, a partnership or a corporation seems immaterial. However, to be safe, the application ought to be made by the one operating on the specified date. Thereafter, following the granting of the operating authority, an application for transfer of it could be made.

The recently proposed Federal bill (Rayburn) has the phrase: ". . . the Corporation or person making application . . . or predecessor in interest."

In some states the date of the "grandfather clause" was fixed a few months prior to the effective date of the act so as to avoid a rush of persons seeking to get under the wire at the last minute. Not only is this date of great importance to operators, but also another date should be watched. This relates to the time in which applications may be filed for qualification as a "grandfather" operator. An application filed four months after the effective date of the 1933 Maine Motor Carrier Act was held too late where the law was interpreted as requiring filing within 15 days after the effective date of the act and where, nevertheless, as the Commission stated: "The applicant has shown a consistent desire to operate within the law, although he has not done so by reason of unfortunate sources of information."

• *Time Always Limited*

The Maine Commission further stated: "Had there been no time limit fixed by the legislature, it would have been necessary for us to apply the general rule of a reasonable time, since it is a well recognized legal principle that when no definite time is specified for the exercise of a right or privilege, the law presumes a reasonable time was intended."

Another group of problems relate to limitations upon operations which the motor carrier is conducting on the "grandfather" clause date. Where an applicant was using a 1½-ton and a 2½-ton truck at the time the Public Service Law became effective, the Pennsylvania Commission permitted him thereafter to use two trucks of a total of 4 tons capacity.

Twenty years after the date of the "grandfather clause" in that state, the Pennsylvania Commission is busy construing and apply it. This resulted from the comparatively recent interpretation that motor common carriers are subject to the Public Service Company law. Those motor common carriers who have a claim to operation prior to Jan. 1, 1914, are endeavoring to secure registration as a matter of right.

One applicant who was not given credit for the horse-drawn vehicles which he was operating prior to 1914 secured an upper-court order directing the Pennsylvania Commission to allow him the equivalent in truck capacity for the horse-drawn vehicles. The court also required the Commission to allow him the equivalent of the leased trucks which he had been using before 1914.

Other cases similarly restrict the equipment to the capacity of that in use upon the "grandfather" date. To expand the facilities will require a showing of "convenience and necessity." This in certain instances may indicate the advisability, while it is timely, of operators securing sufficient equipment to take care of their reasonable near-future expansion needs.

Generally speaking, the "grandfather clause" restricts the operator to the territory which he was serving at the "grandfather" date. Beyond that, "convenience and necessity" will determine. Perhaps the most extreme example of limitations upon territorial operations is the Pennsylvania Commission ruling limiting an applicant with respect to one phase of his operations "to trips in which the goods of only one consignor destined for one consignee were on the truck at one time." Other rulings undoubtedly are more liberal than this.

A person who held himself out as prepared or ready or willing to serve as a contract carrier has been declared not entitled to a certificate as of right. Mere "holding oneself out" was held not sufficient to comply with the "grandfather" clause provision which includes "legally engaged in the business of a contract carrier." Whether the operator was "actually engaged" in transportation upon the date in the law is sometimes a serious question. Temporary interruptions of transportation due to impassable roads because of heavy snows have been held not to destroy applicant's rights. If he was operating in "good faith" and conducting a "substantially uninterrupted" service or "continuously" prior to and since the "grandfather clause" date, he is entitled to his permit. These phrases, such as "good faith" and "continuously" are not definable further. Their application has varied. Generally they are intended to prevent a heavy last-minute rush to come within the "grandfather" date.

• *Records Are Vital*

Numerous cases in which motor operators have lost valuable operative rights because of failure of evidence due to lack of adequate records, make strongly apparent the vital necessity of every motor carrier keeping such records. This applies alike to common, contract, and even the private owner-operators using vehicles in their own businesses. No one can foretell what the private owner-operator may be confronted with in the way of some type of regulation at some future time. But while the type of regulation is not predictable, nevertheless, that should not bar one from keeping as complete records as possible.

In conclusion, it may be said that the constitutionality of laws which differentiate between the operators coming within the "grandfather clause" provision and subsequently timed operations has been generally sustained.

$ALVAGE—From a Shop Man's Mail

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An Editorial Note to Readers

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THE postman brought us another batch of books which manufacturers are making available, free of charge, to men engaged in the business of operating, servicing or selling motor trucks.

And, as usual, it is a pleasure to note that manufacturers are aware that the best way to appeal to practical men is with practical information. They seem to realize that to offer a book which is nothing more than a catalog is the equivalent of a radio program consisting entirely of an advertising plug.

That is why the catalogs of yesterday are giving way to the handbooks, the manuals, the helpful pamphlets of today. Naturally no one has a right to expect these modern promotional pieces to be entirely free of advertising material. The most one should expect is that a reasonable balance be maintained; that for the privilege of subjecting the reader to a frank sales appeal, the manufacturer shall give a reward in the form of helpful and useful information.

There is no call for criticism, on our part, of the publications that are made available to readers of COMMERCIAL CAR JOURNAL. But it does seem to us that, in fairness to readers, the catalog which pretends to be nothing but a catalog, should be so labeled. Thereafter readers will be guided by their desires, and since catalogs have a definitely useful place in the files of operators who run their equipment efficiently and buy it wisely, they will doubtless be in demand.

We have no desire to impose on the faith of readers. Consequently in describing the publications we shall not resort to the art of ballyhoo for fear of arousing expectations which may not be fulfilled. We have no wish to force these publications on readers and thus serve manufacturers at the expense of the customers. Such a result would benefit nobody.

So, here is "something for nothing," and in offering it, readers are assured that more often than not the something is very much worth while.

(Publications Nos. 1 to 12 inclusive were offered in the December, 1933, number, page 17. They are still available to those desiring them.—Ed. Note.)

13. Operators' Tire Hand Book

Published by the B. F. Goodrich Rubber Co., this 40-page booklet is designed to distribute information of more or less technical nature to all who are interested in tire performance. It gives complete tire specifications and describes the right tires for varied purposes. Methods by which operators of trucks may easily determine the tire cost per mile on each installation are described. A table giving the weight of various commodities, and changeover guide for 1½-ton trucks, are also among the features.

14. Motor Mechanics' Hand Book

This 31-page booklet prepared by South Bend Lathe Works illustrates and describes a few of the most important service jobs and the latest practice for handling them. It shows how to service flywheels, pistons, brake drums, connecting rods, valves, armatures, bushings and differentials. Readers will find that supplementary pamphlets, 8 to 16 pages in size, dealing in greater detail with each one of the service operations enumerated above, are available free of charge. If you want them also, write "Have South Bend send me pamphlets" in the margin of the Order Blank.

15. Piston Ring Manual

Wilkening Mfg. Co. offers a 12-page manual of piston ring installations applicable to passenger car engines and commercial vehicles using passenger-car type engines. It points out the different kinds of piston ring installations required by different engines, whether worn, reconditioned or new. Its purpose is to help service managers and mechanics to render more expert piston ring service through having a dependable knowledge of how to select and use the correct piston rings.

16. Spark Plug Chart

The Champion Spark Plug Co. has made up a spark plug chart for commercial vehicles. In it are listed the truck models of various makes with recommended spark plug types for normal service and extreme service conditions. One hundred and sixty-six makes of vehicles are included in the compilation.

17. Executive Thinking

That is the title of a 16-page booklet published by the Fruehauf Trailer Co. It discusses the trailer principle in highway transportation and by a cleverly executed process of reasoning and arithmetic charts the course an operator should follow to determine how to make use of semi-trailers and four-wheel trailers. Simplicity is the keynote of the presentation.

18. Demountable Body Equipment

In this 24-page booklet, Roloff, Inc., discusses the why and how of demountable body equipment. It gives a detailed presentation of Roloff equipment.

19. Counter & Recorder Catalog

In 60 pages Paul Knopf describes his entire line of PeKa instruments for commercial vehicles, including recorders, odometers, speedometers, hubodometers, tachometers and engine revolution counters.

20. Silent Gear Catalog

Prepared by Continental-Diamond Fibre Co. this catalog gives complete technical data on the proper application of Celoron silent gears.

21. South Bend Lathe Catalog

This is Catalog No. 94 illustrating, describing and pricing 96 sizes and types of South Bend lathes. There are several sizes of lathes and a variety of attachments adaptable for handling machining and grinding jobs in fleet service shops. Its 72 pages are profusely illustrated.

Salvage Department
Commercial Car Journal
Philadelphia, Pa.
Please send me the following

Free Books

(Check numbers wanted)

- ☐ 13. Operators' Tire Hand Book
- ☐ 14. Motor Mechanics' Hand Book
- ☐ 15. Piston Ring Manual
- ☐ 16. Spark Plug Chart
- ☐ 17. Executive Thinking
- ☐ 18. Demountable Body Equipment
- ☐ 19. Counter & Recorder Catalog
- ☐ 20. Silent Gear Catalog
- ☐ 21. South Bend Lathe Catalog

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DOWN in Washington surveys and studies are in progress which may result in epoch-making changes to transportation in this country.

This article will give everyone in the truck industry a full conception of the plans that are being developed to stabilize and coordinate the various transportation facilities.

Here, for the first time, is a comprehensive account of the problems which have been undertaken by the office of the Federal Coordinator of Transportation, what has been accomplished so far by the three major staffs of investigators and analysts, and what may be expected.

Transportation Coordination—What's Been Done and What Lies Ahead

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NO well-informed motor transportation operator can afford to ignore the epoch-making work that is being conducted by the Honorable Joseph B. Eastman, the Federal Coordinator of Transportation, and the staff of the F.C.O.T. Services for the investigations and recommendations of the F.C.O.T. are quite likely to result in revolutionary changes in the transportation facilities and practices of the United States and will vitally affect the transportation of goods by motor and highway transportation.

The Emergency Railroad Transportation Act of 1933, although nominally a law affecting railroad transportation, has important bearing upon the motor trucking industry, because changes in railroad, express, and freight forwarder transportation services and charges will have direct bearing upon the services and practices of motor carriers. What then is this law and what has been accomplished thus far under its provisions?

The Emergency Railroad Transportation Act of June 16, 1933, provided among many other things for the appointment of the Federal Coordinator of Transportation by the President of the United States, by and with the advice and consent of the Senate, and directed the Coordinator of Transportation to investigate and consider means of improving transportation conditions throughout the country, and to make from time to time recommendations for further legislation deemed necessary or desirable in the public interest.

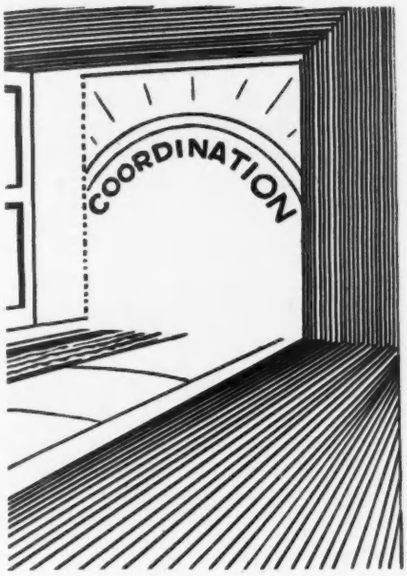
The funds for the prosecution of the work of the Coordinator are obtained by assessment upon the carriers in proportion to the mileage operated. Because of the limited amount of funds available, it is necessary that much of the work of the staff of the F.C.O.T. be supervisory in character and much of the detailed work be done by the carriers. The personnel of the staff selected by the Coordinator is made up of men of initiative and progressive viewpoint, who believe that constructive changes can and should be made in transportation services. The Coordinator has also expressed his conviction that the search for preventable wastes was not an exploration of existing services and facilities in order to limit or curtail services, nor to wean away traffic, but of improving transportation services to meet present day conditions.

The organization of the staff of the Federal Coordinator of Transportation is divided into three major groups, the Central, Regional and Research staffs.

• *The Central Staff*

The Central Staff of the F.C.O.T. is concerned with adjustment of transportation services and facilities on a nation-wide basis to meet modern conditions and to sell the public the transportation services it demands.

The Section of Transportation Service, one of the major divisions of the Central Staff, is engaged in conducting four intensive and extensive surveys; one pertaining to merchandise traffic, one pertaining to carload freight traffic, one dealing with passenger traffic, and one with the marketing of transportation services. All four of these surveys are of vital moment to the motor transport industry, and three of them directly affect motor trucking be-



cause of the close relationship between rail and motor freight services, rates and traffic development.

The first of these surveys, the merchandise traffic survey, really embraces five related matters:

1. An appraisal of the volume of merchandise traffic and its distribution among competing freight transportation agencies; railroads, water carriers, railway express companies, freight forwarders, motor truckers and air express carriers;

2. An analysis of the service requirements of the traffic;

3. A determination, on broad lines, of the charges which the traffic can and should bear;

4. A comparison from a cost and service standpoint of the present and potential capacity of the several competing agencies capable of transporting the traffic; and,

5. The formulation of a plan to coordinate each of these agencies to the extent of the greatest economic utility.

The merchandise survey involved the detailed analysis of returns of some 40,000 shippers of freight in all parts of the United States, showing the volume of merchandise traffic, its relative distribution among various transportation agencies, and the reasons for patronizing the different types of carriers. Service and cost analyses have been made showing in detail the volume of traffic, the types of service, terminal and road practices and costs of operation of steam railroads, electric railways, express companies, freight forwarding or consolidating companies and for-hire and private highway operators.

Tentative and preliminary findings with respect to merchandise traffic released up to this time by the Coordinator indicate that a large volume of merchandise traffic formerly transported by railroad has been diverted to other types of carriers due, in part, to greater aggregate charges to shippers arising from a complex system of freight classification, rates and tariffs, to more rigid packing requirements, and to rates higher than the cost of transportation by highway; and partly due to the fact that in many cases the highway affords a service superior in speed, in completeness, in convenience, and in care in loading. The tentative and preliminary findings of the merchandise survey released by the Coordinator indicate that there are preventable wastes in railroad merchandise services in lack of integration of rail carrier services, in excessive competition, in the multiplication of facilities and services, in frequent interchanges and transfers of the traffic, in methods of concentration and distribution, and in underloaded cars.

JOSEPH B. EASTMAN

Federal Coordinator of Transportation

The carload traffic survey, which is not so far progressed as the merchandise survey, seeks to determine the volume of carload traffic; the origin and destination of the traffic; its distribution among various transportation agencies; the methods, practices, services and costs of line-haul and terminal operations, the relative utility of equipment of various types; the service requirements of shippers; the extra transportation expenses incurred by shippers in furnishing and maintaining facilities, packing, billing, and drayage; and the present and potential economic relationship between the charges and costs with respect to various kinds of traffic.

The passenger traffic study, although of vital import to motor bus carriers, is of less interest and significance to truckers, except as it affects them privately as automobile owners. This survey proposes to determine the causes for the increasing losses by railroads of passenger patronage, the relative efficiency of various passenger transportation agencies, the potential market for railroad passenger service, ways and means of economical operation so that charges may be reduced, and methods by which the various passenger agencies may be more effectively coordinated.

The fourth survey to be undertaken by the Section of Transportation Service is a study of the methods and organizations of carriers in the development and solicitation of traffic and in making rates for the transportation of traffic. This includes personnel, sales policies, solicitation practices, advertising media and policies, and the need for and potential value of marketing research on the part of the carriers individually and collectively. All of these studies are being conducted with the cooperation and advice of the carriers.

Another division of the Central Staff of the F.C.O.T. is the section of Car Pooling which, with the assistance of the staff of the Interstate Commerce Commission, is conducting investigations to determine the feasibility and desirability of pooling railroad rolling-stock or other means of reducing the economic waste resulting from the transportation of empty freight cars to the railroads owning the equipment. The empty car-mileage problem is a difficult one of long standing in railroad transportation and the work of the Section of Car Pooling is directed toward its solution.

The Section of Purchases has as its general function the promotion of economy in selecting and purchasing railroad physical property through:

1. The standardization and simplification of specifications,

2. The improvement in purchasing methods and practices, and

3. The investigation of new materials, devices and methods.

The Section of Labor Relations was organized to investigate "stability of railroad employment and other improvement of railroad labor conditions and relations," as the Federal Coordination of Transportation was directed to do by the Emergency Railroad Transportation Act of 1933; and

to assist in the enforcement of the restrictions and prohibitions imposed upon the railroads in dealing with their employees.

The Section of Cost Finding of the General Staff of the Federal Coordinator of Transportation has as its objective the intensive study of cost finding in railroad transportation required to be undertaken by the Coordinator by the Act of 1933. The determination of the costs of performing various railroad operations has been a controversial problem of long standing in which sharp differences of opinion have produced more heat than light. Scientific research methods are being brought to bear in an attempt to discover improved methods of ascertaining costs in the complicated business of transportation.

• *The Regional Staff*

The work of the Regional Staff is divided among the organizations for the Eastern, Southern and Western Regions into which the United States is divided. The members of the Regional organizations, working through numerous committees of carriers' representatives, have for their task the discovery of ways and means of achieving economies through the unification or coordination of terminal operations, the joint use of stations, shops or other facilities, the elimination of wasteful routes, the pooling of traffic, and the exploration of other possibilities of improvement. This, like much of the other work being undertaken, by the Federal Coordinator of Transportation, is pioneering in strange and unknown lands in which the handy explorers have little to guide them. Difficulties were encountered in making progress in the Regional studies, because, as stated in the report of the Federal Coordinator to the President and Congress in connection with the Western Region:

". . . . despite the fact that some of the major terminals apparently offered large possibilities in the way of economies, the lines involved were reluctant to make investigation and report, in view of the many and complicated interests involved, and the traffic relationships of each line. . . . Almost without exception, in undertaking to conduct studies with railroad employees, the Director (the Regional Director of the Western Region), encountered a desire to protect individual railroad interests. This was quite natural. However, to get anything like a reasonable approach to the possibilities, this attitude had to be changed. To do so required time, patience and diplomacy. It has been necessary to educate not only subordinate officers making the survey, executives making the report, the Executive Secretary (of the Western Regional Coordinating Committee who was the chairman of the Western Association of Railway Executives), but in general the coordinating committee. The undertaking is a complete innovation and all the planning, organizing, reorganizing and invigorating of the undertaking have been done by the coordinator's staff."

The surveys under active consideration by the Regional Staff in each of the three districts include a great variety of plans for consolidation, unification or integration of facilities or services, the establishment of uniformity in certain services and practices, agreements with respect to uniformity in services and charges of various sorts, joint use of certain facilities, more economical marketing and servicing of a variety of products, pooling of traffic, and other means of improving services and eliminating waste.

• *The Research Staff*

The third major division of the Federal Coordinator of Transportation's organization is the Research Staff which is engaged in the investigation of a great variety of matters which have bearing upon the need for transportation legislation. One study of the legal phases of the consolidation of railroads, including the extent to which the Federal Government can enforce consolidations and the effects of consolidation upon the present system of public regulation has recently received wide publicity. Another study, which has already been completed is the investigation of the Prince-Barringer plan of consolidation made by the Research Staff, which granted the desirability under normal conditions of employment of consolidation of railroads into a relatively small number of systems, but questioned the wisdom and expediency of pressing a specific plan of consolidation at this time of low ebb in railroad employment. A third survey inquired into the ownership, management, operation, financial condition and regulation of transportation companies in foreign countries; and the competition and coordination of railroads, water carriers and highway transportation enterprises, and the plans of regulating these carriers.

Many of these studies have direct bearing upon the motor transport industry, but are second in importance only to the merchandise traffic survey of the Section of Transportation Service which is breathlessly awaited by motor transport men.

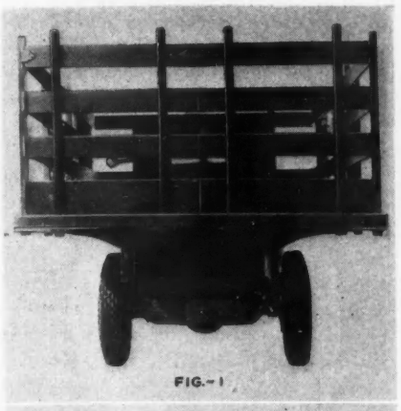
• *What of the Future?*

Mr. Eastman recommends to the President and Congress in his report of progress that the work undertaken by the staff of the Federal Coordinator of Transportation should be continued as a part of our Governmental transportation regulatory machinery for the near future at least. He suggests that there should be an officer of the Federal Government with powers like those of the present Coordinator of Transportation, with a small and flexible staff, to function as an agency to aid rather than to dominate the transportation industry. The field of activity of the Federal Coordinator of Transportation should be extended ultimately to all transportation agencies under Federal regulation. The funds for the support of the staff of the Coordinator should come, Mr. Eastman believes, from the direct assessment of the transportation industry. The Coordinator should endeavor to secure results largely from voluntary action on the part of the carriers, and the initiative of private management should be emphasized, until such time as it becomes apparent that it cannot be relied upon. The transportation carriers should be relieved entirely from the jurisdiction of Federal and State anti-trust laws. These statutes, because of the degree of public regulation now exercised over railroads and "which may be anticipated in one form or another over other transportation agencies" no longer serve any useful purpose. The future Coordinator, as proposed by the present Coordinator, should have the duty as has the present incumbent, of recommending to the President and Congress, changes in legislation or new legislation for the improvement of transportation conditions in the whole field of transportation. In Mr. Eastman's own words:

"The plan outlined visualizes an officer of the Federal Government whose duty it shall be to concentrate upon the broader transportation problems free from preoccupation with hearings, arguments, and study of specific complaints, and who without in any way administering the industry, can lend aid and assistance to it. . . . the success of this plan will depend, not only upon the Coordinator but, to a very considerable extent, upon the private managements."

You Can Have It Free

JUST in case you overlooked it in thumbing through this issue, your attention is called to the fact that without any expense you can get reprints of the special insert which follows page 16. This insert contains State Motor Vehicle Size and Weight Restrictions on one side and the proposed Code of Fair Competition for the Commercial Vehicle Trade on the other side.



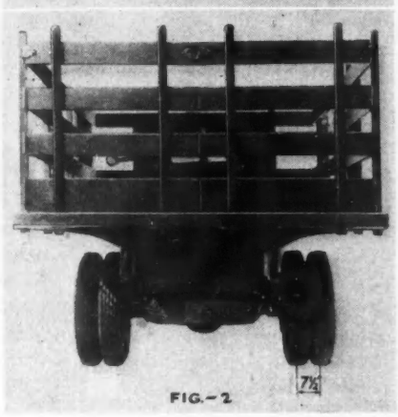
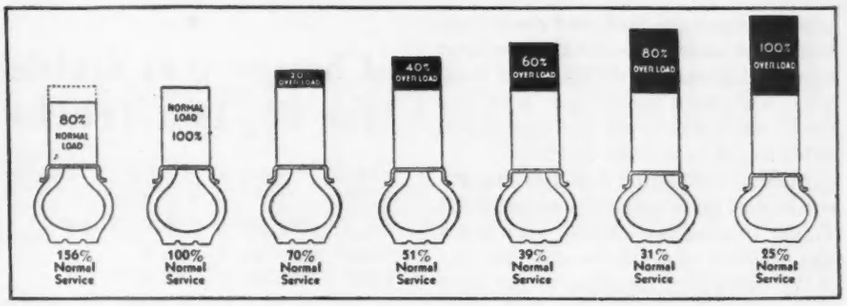


Fig. 1—Trucks of 1½-ton capacity with single tires in rear may usually be converted into dual rears by the application of another wheel

Fig. 2 and Fig. 3—Show 1½-ton trucks equipped with dual rear tires having 7½-in. and 9-in. center-to-center dual spacing. See the Changeover Guide on page 32 for various tire sizes that may be carried on these rim and wheel combinations



This load and service diagram shows that a carrying tire will give 100 per cent of normal service if its rated capacity is not exceeded. However, if overloaded 20 per cent it will give only 70 per cent normal service, etc. Operating conditions, of course, affect the total mileage obtained

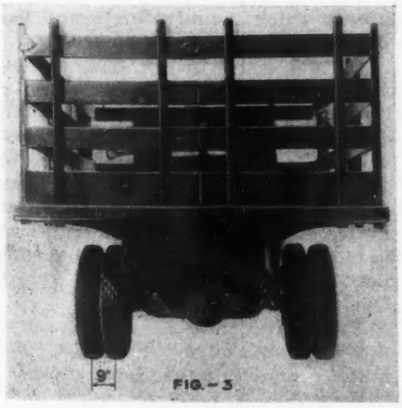
A Practical Guide for Tire Combinations on 1½-Ton Trucks

•

Applying the art of changeover to cover a payload range from 1100 to 7900 pounds

FOR certain classes of work the one and one-half ton truck has always been very popular. With the coming of adverse legislation in many states, trucks in this classification have been stepped up in performance and their field of service broadened until at the present time in the United States there are more trucks in the 1½-ton classification in operation than all others combined.

Since most of the trucks in this classification are made on a volume production basis, a large degree of standardization is necessary in their manufacture. When the trucks are actually put into service, however, they may be used for hauling anything from light packages in merchandise delivery service to long distance heavy freight hauling. When it comes to the tire equipment, the size and type of tire which might be adequate or desirable for one type of service would be entirely unsuited for another. In the majority of cases the decision as to the size and type of tire to be used lies largely in the hands of the truck dealer and the user.



As the classification indicates, these trucks are designed and intended to carry 1½ tons of payload. Under actual operating conditions, however, they are often called upon to carry much more than this amount. Since the tires must withstand all of the hazards of unusual operating conditions when the truck is called upon to carry a greater load than that for which it is designed, as well as to withstand other unusual operating conditions, the tires are often the first part of the truck to fail as a result of these conditions.

Many operators of 1½-ton trucks have the erroneous opinion that it is good economy to purchase the truck on standard equipment so far as tires are concerned, and then if trouble develops to change over to whatever size is required to carry the load. For example, a certain operator purchased a truck equipped with 6.00-20 tires on front wheels and 6.00-20 dual tires on the rear wheels. The load which he was carrying was greater than the rated capacity of the truck and the tires were overloaded to the extent that after 17,500 miles, he had used five tires in addition to the original set and all of the tires on the truck at that time were worn out. Three of the original tires had been adjusted at $5.00 each or a total expenditure of $15.00. Two other tires had been purchased at $15.70 each or a total of $31.40. Five tubes were required for these tires at a total cost of $16.50. Thus the total expenditure for tires over and above the original set in the first 17,500 miles amounted to $62.90.

Analysis of the operating conditions revealed the fact that 32 x 6 truck type pneumatic tires would have been ade-

quate to carry the load, and could have been purchased as original equipment at an additional cost of $25.00. If these tires had been purchased with the truck, the saving over the first 17,500 miles would have been $37.90.

Another interesting fact was brought out in that the eleven tires required for 17,500 truck miles delivered an average of 9,545 tire miles each. Because of the overloaded condition of the tires, it was discovered that they had delivered only approximately 52% of the service to have been expected from a tire of adequate capacity.

It is obviously poor economy to replace tires on a 1½-ton truck which have failed as the result of overload and other abusive conditions with new tires of the same size and type when a simple check brings out the fact that the present tires are overloaded. A great many operators would be glad to change over to the proper size and type of tire if this could be readily determined. As a guide for choosing the proper tire and rim combination, The B. F. Goodrich Rubber Co. developed the accompanying table which immediately shows the proper size of tire to be used in carrying a given payload.

The more popular 1½-ton trucks are made in two wheel base lengths. The figures given for both the 131 in. and 157 in. wheel base trucks represent average figures. There are various body types available for these trucks which carry different weights and thus allow for varying payloads. For the purpose of this table only average figures have been used. In using the table, if an extremely heavy body is used, the payload as shown should be reduced somewhat. On the other hand, if a very light body is found, the allowable payload can be increased somewhat.

It is impossible to compute all of the losses which result from tire abuse, but it is known that approximately 85 per cent of all tires presented to the manufacturer for adjustment fail as a result of either overload or underinflation.

It is a known fact that tires which

Change-over Guide for 1½-Ton Trucks

Payload Pounds	Tire Size*		Rim Size	Dual Spacing Inches
	131-Inch Wheel Base			
1200	6.50-20	S	20x5	...
1700	7.00-20	S	20x6	...
	20x5 Standard rims are sometimes used but not recommended.			
1800	32x6TTS		20x5	...
2300	32x6	S	20x6	...
2500	8.25-18	S	18x7	...
3000	32x7	S	18x7	...
3400	6.00-20	D	20x5 D	7½
3700	9.00-18	S	18x7	...
4200	30x5TTD		20x5 D	7½
4500	6.50-20	D	20x5 D†	7¾
4900	30x5	D	20x5 D	7½
5500	7.00-20	D	20x6 D‡x	9
5700	32x6TTD		20x5 D	7½
6700	32x6	D	20x6 D‡x	9
7900	34x7TTD		20x6 D‡x	9
	157-Inch Wheel Base			
1100	32x6TTS		20x5	...
1600	32x6	S	20x6	...
1800	8.25-18	S	18x7	...
2300	32x7	S	18x7	...
2800	6.00-20	D	20x5 D	7½
3000	9.00-18	S	18x7	...
3500	30x5TTD		20x5 D	7½
3800	6.50-20	D	20x5 D†	7¾
4000	30x5	D	20x5 D	7½
4800	7.00-20	D	20x6 D‡	9
5000	32x6TTD		20x5 D	7½
6000	32x6	D	20x6 D‡x	9
7200	34x7TTD		20x6 D‡x	9

* S—Singles
D—Duals

† Use Budd No. 23597-S, Ford, Dodge; Motor Wheel No. 07467 Ford, Dodge; No. 07234 Chevrolet. Or 3¾" disk wheel with spacer.

‡ Use Budd No. 31378, Ford; No. 31379, Chevrolet; No. 31378, Dodge.

x This combination is not supplied as optional equipment by some manufacturers.

are habitually overloaded do not deliver as high mileage as those carrying their rated load, and it is further known that the amount of service to be expected from a tire that is overloaded decreases at a much more rapid rate than the increase in load. The relation between the load carried and the amount of service to be expected is graphically illustrated in the load and service diagram.

The statement is often made if the manufacturers of 1½-ton trucks would apply the proper size tire as original equipment, a great deal of unnecessary tire trouble would be avoided. This statement is not strictly true, however, owing to the fact that most manufacturers of trucks in this classification offer a wide range of tire sizes and combinations as optional equipment. The wide assortment of tire options allows for practically any load which might normally be expected to be safely carried on a 1½-ton truck.

The operator must expect losses in tire performance from habitual overloading. A slight increase in the initial cost of the truck as a result of the specification of the proper size and type of tire brings surprisingly big returns in the increase in tire mileage and resultant lowering of the cost per miles of operation.

Even after the truck is in opration, the cost of a change-over to the proper tire equipment is surprisingly low. For example, in the accompanying change-over guide, a great many of the tire combinations can be installed without the necessity for securing new rims and wheels. It sometimes happens that the greatest obstacle from the operator's point of view is the cost of new wheels necessary to make the change-over to the proper size of tire. At the present time it is possible to change from 5 in. to 6 in. rims on 1½-ton trucks for approximately $30 per truck. This includes the cost of the necessary wheels and rims. The extra charge for the larger tire size being in addition.

As a general rule the proper size of tire reduces the tire cost per mile of operation to a point where it is no longer a source of concern to the ordinary operator.

James W. Cottrell

JAMES W. COTTRELL, for many years technical editor of COMMERCIAL CAR JOURNAL, died of a heart attack in Richmond, Va., on Feb. 15. He was 45 years old. The end came suddenly while he was returning north from Greensboro, N. C., where he had been convalescing for several weeks following a period of illness in the early part of the winter.

Mr. Cottrell was widely known and highly esteemed for his genial manner and technical knowledge throughout the automotive industry, particularly among truck manufacturers and fleet operators.

James W. Cottrell

He was active in the affairs of the Philadelphia section of the Society of Automotive Engineers and of the Philadelphia Automotive Service Association, as well as having been a member for several years of the National Transportation and Maintenance Activity Committee of the S.A.E. Shortly before his last illness he had been chosen to handle publicity for the Commercial Vehicle Operators of New York.

Mr. Cottrell also was prominent in the American Legion in New Jersey and in civic affairs in his home town of Hammonton, N. J.

FIG. 1

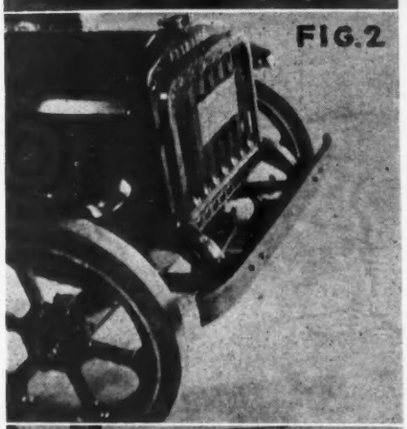


FIG. 2

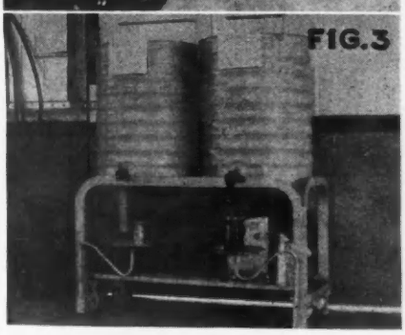


FIG. 3

Use the Welding Torch to Fill Special Needs

By Billie Burgan, Fleet Superintendent

• *Channel Iron Bumper*

BENDING the ends is accomplished easily by using a large tip and heating lines on the lips. Use six-second intervals—one lip, then the other until a good yellow red—rest the torch—swing the upper end a few degrees as pictured in Fig. 1. Do the succeeding lines in like manner. The desired curve attained, invert the stock and repeat the process, remembering your seconds, your heat color, and your degrees of pull to make both ends the same. Next round the lip corners with the cutting torch and dress. The finished bumper on the truck is shown in Fig. 2.

• *Oil Service Carrier*

This neat, sturdy arrangement is constructed of four main members—angle iron 2 in. x 2 in. x ¼ in. welded together at the corners—2 in. inside and out—top and bottom—cross pieces under the barrels welded to the lips—cross rod at one end in 6-in. wheels and cross channels at the other end on 6-in. casters support the weight for rolling. Eye bolts at either side support measuring can trays and arms. A main tray of 14-gage galvanized sheet metal rests on the axle rod and cross channels. It contains measures, gage stick, funnels and extra oil tins.

Try and price one under $60 and then make it to fit your own case for around $20. One of our best lessons.

• *Long Bolts*

Cut the head off one bolt and the foot off another bolt at a point where a head and a foot welded together will make the exact length bolt needed to tie two boards together edgewise or for strengthening a cracked board. See Fig. 4.

• *Steering Wheel Puller*

Steering column jobs are less frequent than many others, enough so that some agencies fail to provide for this service with a satisfactory puller. When we encountered this weakness I decided to make one. Then the thought occurred to me that we have a miscellaneous assortment of many cars and various types and sizes of steering wheels on them; so why not make it usable for any of them? We measured columns and wheels, considered the strain, and then designed and made the puller. See sketches below (Fig. 5), for detailed design and measurements.

This steering wheel puller fits Autocar, Willys, Federal and possibly some other trucks. It pulls three of four-spoke wheels. The head is secured to the base with four cap-screws. The base fits the column under the wheel hub. The adaptor is used on the base for small columns.

FIG. 4

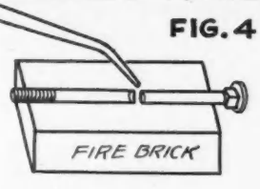
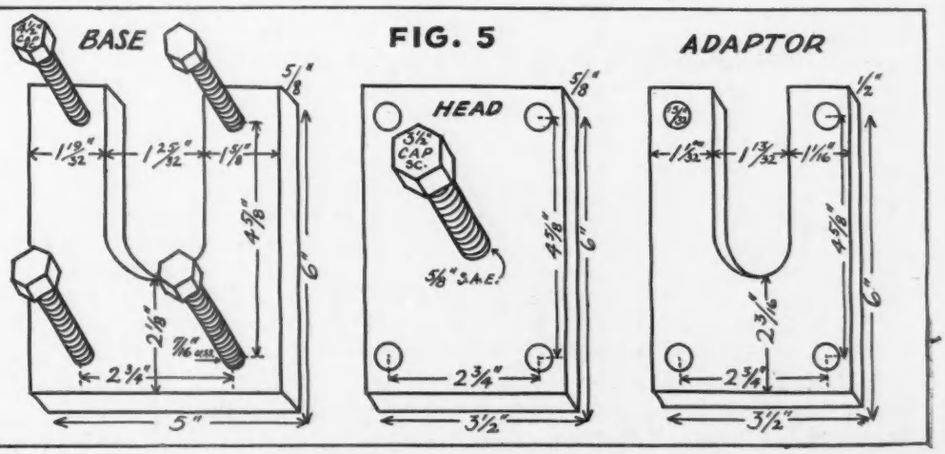
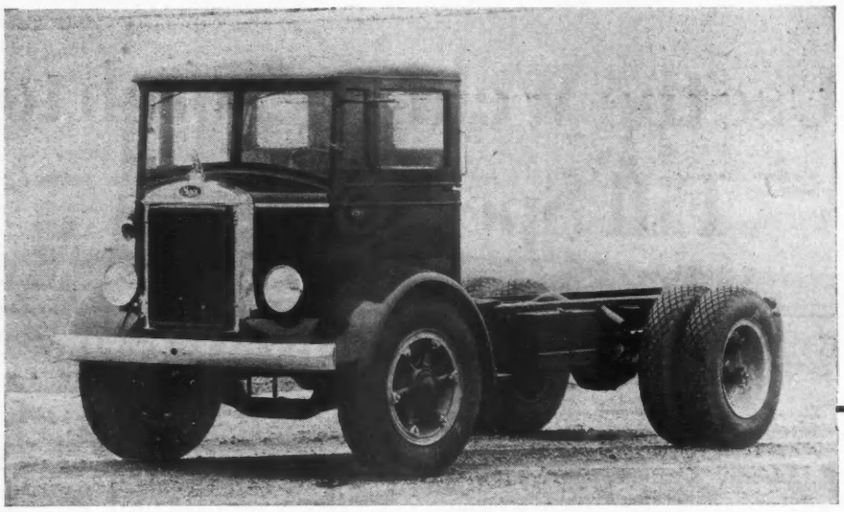


FIG. 5



Mack and



Three-quarter view of Mack CJ Traffic Type model, showing compactness of cab and the clear vision afforded driver through utilization of wide two-piece windshield

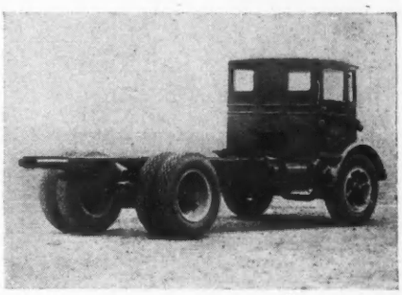
RECONCILING the loading demands of operators with the weight and size restrictions of many of the states, two new heavy-duty truck models have been added to the Mack line. Appropriately designated Traffic Type, they are of the cab-over-engine form and correspond in capacity to two older models of conventional layout. Due to the condensed forward construction, each saves 3 ft. in length over its companion model and, of course, affords one-third front and two-thirds rear distribution of gross weight.

Because the conventional models to which they correspond already afford 30 per cent front and 70 per cent rear distribution, the contrast in gross weight capacity within particular axle weight limitations is not startling, being but 5 per cent more for the Traffic Type models. Yet, on the same maximum authorized tires, the CH, rated at 3 to 5 tons, can carry 1100 lb. more than its conventional companion, the Model BM; the CJ, rated at 3½ to 6 tons, 1200 lb. more than its mate, the BX. In addition, the Traffic Type models, by reason of their shorter wheelbases for given body lengths, gain maneuverability by reduction of turning radius by 5 ft.

The cabs of these two models retain all of the salient features of the coupe cabs manufactured by Mack for other models. Driver comfort is the chief consideration. Seats and back cushions have deep springs with first-grade white curled-hair padding, and are covered with genuine leather. Back cushions are of the high-back inclined type, formed on correct posture lines. The windshield is divided vertically in the center, thus allowing either section to be opened or closed independently of the other. First-grade ¼-in. plate glass is set in rubber in a steel frame which is hinged at the top and inclined at an angle to prevent glare. On each side of the windshield are two small quarter windows set at such an angle that clear driver vision in all directions is assured, thus eliminating thick corner posts which would constitute blind spots.

In addition to the ventilating windshields and the drop-windows in the doors, the cowl is equipped with four large door-type ventilators, two at each side. These ventilators are operated by means of toggle latches and serve to draw off the warm air from around the floor of the cab. Entrance to the cab is gained by steps at the rear of the front fender. Among the items of the cab equipment are a dome light, two coat hooks, a metal pocket for the driver's papers and an electric ventilating fan.

Located between the seats and floorboards, the engine is covered by a housing of sheet steel heavily insulated on the inside, and seating in a felt-filled channel, being thus heat-tight, acoustically dead and gas-proof. This inclosure is in two parts, the main housing being hinged at the upper rear end, while the smaller housing is fitted in the cowl. Toggle hood latches hold the complete housing tight. The main housing may be raised by removing the seat and back cushions of the middle seat, by which access may be had to the spark plugs, distributor, generator, oil filter and valve tappets. The two side seats fold up out of the way and the floorboards lift out, affording access to the balance of the engine. There is a small trapdoor in the left floorboard with a ring latch which affords access to the oil filler and level bayonet.



The CJ from the rear. The grill back of cab allows escape of air from radiator

The entire powerplant may be removed through the front after removing the radiator.

Removed from the engine proper is an accessory drive unit at the front, housed beneath a deep cowl which joins the windshield to the radiator, accessibility to which is gained by the removal of the smaller part of the engine housing. This unit is driven by a short shaft from the front of the crankshaft to the starting crank pilot and provides two pulleys, one for the fan belt and one for the separate generator belt. The rear end of the engine inclosure terminates in a grill, low down on the back of the cab, through which a part of the radiator air escapes.

As with all other Mack chassis, the engines of these two models develop their power at reasonable engine speeds. Thus the 4 x 5½-in. powerplant of the CH produces 97 hp. at the governed speed of 2300 r.p.m.; while that of the CJ, 4¼ x 5½ in. produces 107 hp. at the same governed speed. Both engines are similar in design and are of the L-head type with block-cast cylinders of heat-treated chrome-nickel alloy semi-steel with a one-piece detachable head of the same material. The crankcase is a deep-section heat-treated aluminum alloy casting with a shallow pressed steel underpan. This carries seven main bearings for the 3-in. case-hardened and

Designs Two Cab-Over-Engine Jobs Dubs Them 'Traffic Type' Models

This 1912 old-timer is taken out of Mack's album of past experience

CH and CJ, rated at 3-5 and 3½-6 tons, save 5 ft. turning radius, 3 ft. in length and boost allowable weight by more than half ton over conventional companion models.

counterbalanced crankshaft, which also carries a Lanchester vibration damper at its front end. Valves are of the flat-seat type, the chrome-silicon exhaust valves seating on Mack alloy valve seat inserts. Running on four bearings, the camshaft is driven by case-hardened and generator-ground helical timing gears cut from drop-forgings. The camshaft drives the vertical distributor, the fuel pump and the oil pump. The generator is driven by a separate V-belt, while the water pump is driven off the timing gears. Lubrication is of the full-pressure type to main, connecting rod and camshaft bearings and through rifle-drilled passages in the I-beam connecting rods to the wrist-pins.

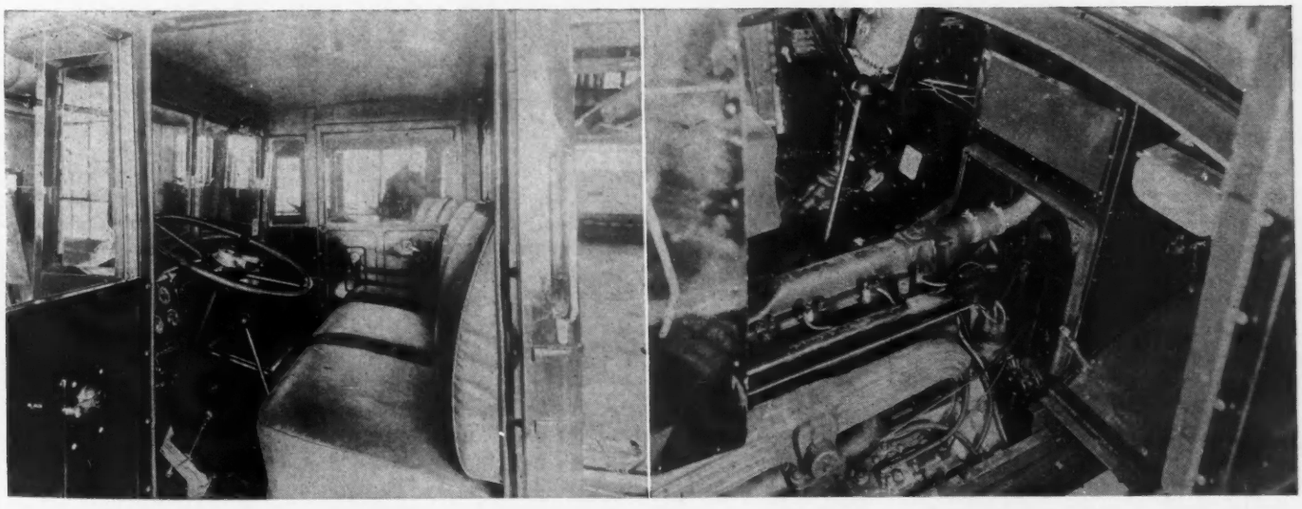
Chassis wiring is in metallic conduit throughout, the main fuses and voltage regulator being housed in a metal box, conveniently placed.

Water from the radiator is delivered to a distribution header formed on the inside of the large water-jacket cover which directs the incoming cool water toward the valve seats. At the outlet is an ether-bellows type thermostat working on the cold-circulation principle, by which, when the cylinder water falls below 135 deg. the outlet from the cylinders is completely shut off and the water from the pump is directed through a by-pass back into the radiator, thus maintaining active circulation of cold water in the radiator and providing the most rapid warming of the cylinders. Above 160 deg., the thermostat opens the outlet from the cylinders and closes the by-pass, so that all water flows through the jackets.

Vaporization of the intake gas from the Stromberg up-draft carburetor is maintained uniformly by a large exhaust jacket about the main branch of the intake manifold. The flow of exhaust gas through this jacket is controlled automatically by a thermostat, so that at minimum throttle, maximum heat is imparted to the intake, while at wide open throttle, it is shut off entirely.

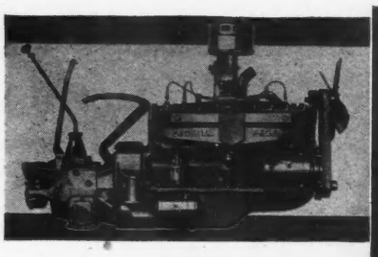
Single ignition by battery-distributor system is employed with a semi-automatic advance. Intake air is filtered through a large screen-type air filter. Other engine equipment includes a combination fuel pump and gasoline filter, and a large W.G.B. oil filter.

(Turn to Page 60, Please)

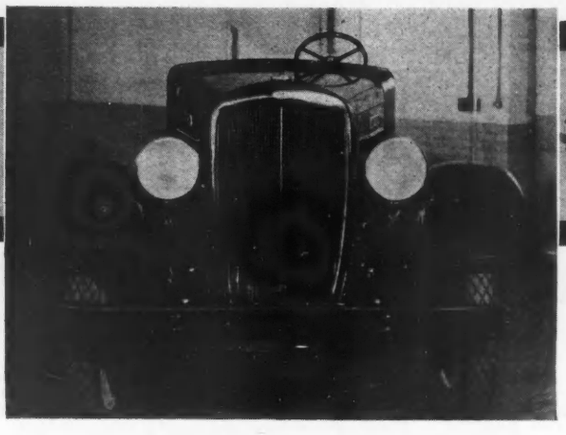


The interior of the cab viewed here from the left hand side reveals the extra-wide seats and accessibility of controls

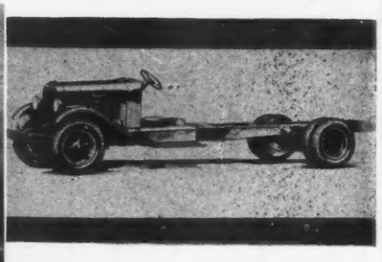
This view illustrates ready accessibility of engine by simply removing right floor board and raising the engine enclosure



Right side view of powerplant used in the new 1½-ton model



Front view of Federal 1½-ton chassis, showing characteristic Federal front end



Side view of new Federal 1½-ton chassis priced at $645

Federal Enters Low-Price Class With 1½-ton Model at $645

•

Offered in four wheelbases, the job is powered with the Hercules JXA with many engine features. Price is the lowest in Federal history.

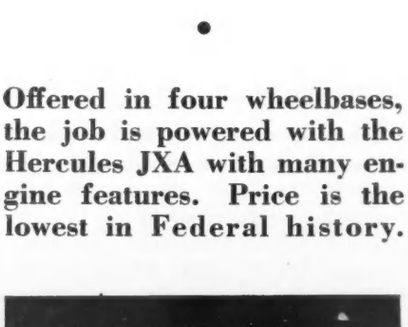
FEDERAL MOTOR TRUCK CO. announces its entry into the lowest price truck field in its history with the introduction of a new 1½-ton, six-cylinder chassis (Model 15 X) listing at $645. With dual rear tires the chassis has a maximum gross rating of 10,000 lb.

An analysis of specifications reveals that the new model carries the identical chassis units apparently as the Model 15, 1½-ton chassis, which is continued. Furthermore, none of the major important accessories, such as oil cleaner, air cleaner, etc., are left off.

In appearance it differs from other Federal models mainly in that the radiator shell and bumpers, etc., are painted instead of chrome plated. The characteristic Federal, Vee-shaped, sloping grille is found on this model also. Hoods carry conventional-type vertical louvres, another distinguishing mark.

The new chassis is offered in a wide range of body capacities, with wheelbases of 137, 153, 162 and 174 in., carrying respectively 8, 9, 10 and 12-ft. bodies. Standard tires are 6.00/20 in., six-ply fronts and single pneumatic 32 x 6, eight-ply rears. Duals are optional at extra cost. Cast steel wheels with demountable rims are used, and chassis weight is 3500 lb.

The powerplant is the Hercules JXA six, developing 62 hp., governed speed being 2600 r.p.m. A maximum torque of 149 ft.-lb. is developed at around the 1000 r.p.m. mark. Engine features include pressure lubrication to main and connecting rod bearings, downdraft carburetor, oil filter, air cleaner, fuel filter, alloy valve seat inserts, cast-iron pistons with four rings, and full rubber mounting.



The new instrument panel has indirect lighting

Particular attention is given to prevention of vapor lock. Fuel lines are carried outside the frame and fuel pumps are shielded from engine heat. Generator and starter motors are also shielded for protection.

Chassis units include a 10-in. Borg & Beck clutch, Warner four-speed truck transmission with provision for power take-off, roller bearing universal joints to which is added a self-aligning center bearing mounted in rubber on the three longer wheelbases, and a full-floating Clark axle with standard reduction ratio of 6⅜ to 1. Optional ratios of 5 2/3 and 6 6/7 to 1 are available.

Brakes are four-wheel hydraulics with cast-alloy drums. Frames are of excess capacity depth, being 8½ in. deep at the side rails where maximum stresses occur. All brackets and crossmembers are hot-riveted.

All spring eyes are rubber bushed, eliminating lubrication. Auxiliary rear springs are available, although the main rear springs are designed to take the normal loaded weight of the vehicle.

The 21-gal. tank is under the driver's seat. Radiator cores are fin and flat tube types. Rubber mountings for such parts as muffler and exhaust system are insulated from the chassis with rubber.

A neat single panel compact instrument assembly has been worked out for the new 1½-ton. It carries a large face speedometer of the dial type, ammeter, pressure gage, and engine temperature and gasoline level gages.

Characteristic of all Federal models, even the low priced 1½-ton model carries a cigar lighter as standard equipment.

COMMERCIAL CAR JOURNAL

NEWS

Fleet Gas Discounts Cut

A new standard contract establishing discounts to commercial consumers of gasoline has been made effective by Oil Code Administrator Ickes. On gasoline of 60 octane rating or above, the new contract permits a discount of one cent per gallon from tank wagon price on purchases from three to ten thousand gallons per month; on purchases of over ten thousand gallons per month a discount of two cents per gallon from tank wagon. On gasoline of less than 60 octane rating, the foregoing discounts are halved.

In determining eligibility for discounts, purchases of fuels of more and less than 60 octane rating are considered separately. Discounts apply only on single deliveries of 100 gallons or more made from tank wagon or bulk storage.

Commercial contracts made since Aug. 19, 1933, have been declared null and void.

According to American Trucking Associations, Inc., the discounts are considerably lower than those heretofore given.

Ford Breaks Policy

The Cleveland Packard Co. has taken on the Ford franchise, and in the future will operate as a joint dealership handling both Ford and Packard cars. This is believed to be the first appointment of its kind which the Ford company has made, as for many years it has adhered to a policy of exclusive representation.

The move has revived reports that Mack and Ford would enter into a merchandising agreement on trucks.

Autocar Sells Studebakers

Robert P. Page, Jr., president of the Autocar Co., announces that Autocar branches in Philadelphia, Baltimore, Washington, Richmond, St. Louis, Camden and Atlantic City will sell and service Studebaker trucks in addition to Autocars. In all other territories the two organizations will operate independently, except that Autocar will handle the sale of Studebaker trucks to certain national accounts having headquarters in New York City. Studebaker and Autocar executives emphasized that this is a sales and service policy only, the Autocar branches in these seven cities acting as Studebaker truck distributors.

Reo Shipments Triple

Ray DeVlieg, works manager of the Reo Motor Car Co., has announced that truck shipments for the month of February were more than three times those of February, 1933, and for the year to date are 138 per cent over the corresponding period of 1933.

Los Angeles Invites A.T.A.

The Los Angeles Chamber of Commerce and a number of truck associations of Southern California have invited the American Trucking Associations, Inc., to meet in convention in Los Angeles in 1935. The Chamber of Commerce, through Mr. Harry H. Cremens, president of the California Van & Storage Assn., has pledged all possible support and cooperation.

Uniform Traffic Signal Code

Uniform traffic signs and signals throughout the country are to be furthered through adoption of a standard code of traffic control devices being worked out jointly by the American Association of State Highway Officials and the National Conference on Street and Highway Safety.

1933 Gas Consumption Off

Gasoline consumption in 1933 was less than one-half per cent under 1932, according to final figures issued by the American Petroleum Institute. Consumption in 1933 totaled 15,433,871,000 gallons against 15,500,366,000 in the preceding year.

New Domark Engine

The Doman-Marks Engine Co., Amesbury, Mass., maker of direct air-cooled engines, has added to its line a new model, known as 6A-400, having a 4⅛-in. bore and 5-in. stroke. It develops 111 hp. at 2600 r.p.m.

Mack Cuts Losses

Mack Trucks, Inc., and subsidiary companies report combined net profit for 1933 of $171,237 before providing for depreciation of $619,145.64 and a reserve of $500,000, resulting in a total loss of $947,908.64. In 1932 the total loss was $1,479,598.37 after providing for depreciation of $617,225.79.

IHC Raises Wages

International Harvester Co. has raised wages 6½ per cent and the pay scale is now at about 97 per cent of the 1929 level. The number of workers affected totals about 23,000.

Job Wanted

Louis T. Kirzinger (30), 659 Barbee Way No., Louisville, Ky. For past four years was employed as manager with a contract hauler operating a fleet of 100 pieces of equipment. Dealt directly with purchasing, maintenance and safety. Available at once. Will go anywhere.

International Betters 1932

International Harvester Company sustained a net loss of $1,886,000 in 1933 as compared with loss of $7,582,000 in 1932.

Autocar Shows Improvement

Autocar Company for 1933 reports a loss, after charges, of $317,219 against a loss of $1,077,641 in 1932.

Storage Battery Ups Profit

The Electric Storage Battery Co. reports for 1933 net income of $2,022,206 or $2.22 a share on capital stock, against $1,259,859 or $1.39 per share in 1932.

Wilson Heads Willys

David R. Wilson has been named president of Willys-Overland, Inc. He is well known in the industry as president of the Wilson Foundry & Machine Co. of Pontiac.

Bunn With Reo

George M. Bunn has been appointed manager of the commercial division of Reo Sales Corp. wholesale factory branch in Philadelphia. Mr. Bunn has many years of truck, trailer and equipment selling experience back of him.

Pedrick Representatives

Sam Fikani has been made Western division manager of Wilkening Mfg. Co., maker of Pedrick piston rings. The division comprises the Pacific Coast and Mountain States. H. O. Wright, Bob Griffin, Al Cowan and W. F. Terry have been made territorial managers.

Johnson Parts Manager

L. W. Johnson, formerly assistant to the general auditor, Chevrolet Motor Co., has been named manager of parts distribution with Chevrolet at Flint. He succeeds Lyman H. Parr, retired.

Gosnell Sales Manager

Herbert M. Gosnell has been named sales manager of Defiance Spark Plugs, Inc.

John W. Bolger

John W. Bolger, vice-president of the Allbestos Corp. of Philadelphia, died on March 4, as the result of a stroke. He was a pioneer in the asbestos fabric industry.

Jack Gray

Jack Gray, director of equipment sales for AC Spark Plug Co., died in Detroit from a heart attack on Feb. 21, after an illness of about three months.

CHEVROLET TRUCK SALES

for January nearly double those of a year ago

Revolutionary new models start dealers off to another record year

■ January, 1934, proved, in a spectacular fashion, the value of the Chevrolet *double* franchise. Truck buyers found the 1934 Chevrolet trucks—with bigger, handsomer bodies, heavier construction, and the Blue-Flame engine—so much to their liking that Chevrolet truck sales soared nearly 90 per cent above those of January, 1933.

This record month, *the biggest January in point of truck sales ever enjoyed by Chevrolet*, backs up a conviction that Chevrolet dealers have always had. Year after year Chevrolet can be depended on to foresee and meet the needs of the buying public to a greater degree than other automotive manufacturers. As a result, Chevrolet truck sales, alone, have long totaled more than the passenger car sales of most automobile builders, providing a backlog that no other franchise gives. And that's only half the story, for the Chevrolet franchise also includes the passenger car that set a record for first-month orders—*the 1934 Chevrolet.*

Altogether, it looks as though Chevrolet dealers are entirely justified in their belief that 1934 will bring new records in sales and profits.
CHEVROLET MOTOR CO., DETROIT, MICH.

Low delivered prices and easy G. M. A. C. terms. A General Motors Value

COMMERCIAL CAR JOURNAL'S

TRUCK SPECIFICATIONS TABLE

The Commercial Car Journal's Truck Specifications Table is brought up to date in each issue from data supplied monthly by truck manufacturers

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KEY TO ABBREVIATIONS AND REFERENCE MARKS

GENERAL

Chassis Price—Chassis price quoted applies to the standard wheelbase and specifications listed. All prices are F.O.B. factory.
***—List price not yet established. Ready next issue.

Tonnage Rating—Where a spread of ratings is given the maximum ratings are for ideal operating conditions and the minimum for extremely difficult conditions; the ranges between are for varying operating conditions.

Gross Vehicle Weight—Is chassis weight, plus body an i cab, plus payload. Gross vehicle weight given for a model is based on maximum recommended tire size and not on tires listed as standard equipment.

Chassis Weight Stripped—Includes gas, oil and water and all things included in chassis price. Does not include the weight of cab.

Maximum Brake H. P. at Given R.P.M.—Is actual dynamometer reading without accessories.

Tractors—Unless given the designation N (meaning not available as tractor), all standard models may be assumed to be available as tract rs.

(A) All Torque and Brake Horsepower values listed are based on engine outputs with all Standard Equipment Accessories running and are the same values obtaining with the truck on the road in actual operation.

(N) Not available as tractor.

(T) This designation accompanying a model number indicates vehicle is specifically designed for tractor use only.

c. o. e.—Cab-over-engine design.

(3) **Corbitt**—Larger engines and corresponding auxiliary units provided on all models at extra cost.

(4) **Day Elder**—Model 75—1½ ton—same specifications except price—$945, and larger tire size—B6.00/20 front and DB6.00/20 rear.

(5) **Dodge**—F-61 available as special tractor truck with 146-inch wheelbase with model designation of F-60, at $2645. K-61 available as special tractor truck with 146-inch wheelbase with model designation of K-60, at ***.

(5a) **Dodge**—Model H20, ¾-1 ton, gross vehicle weight 6,000 lb., price $502, has same specifications as H30 except tires which are 7.50/17 and lighter rear springs.

(6) **General Motors**—Models T-18 to T-61 inclusive are also available for export only as coach chassis. Double reduction axles optional in Models T-43, T-43T, T-51, T-61, T-83 and T-95 at extra cost. Trailing type axles available on Model T-95 at price deduction. Optional size engines available on Models T-85, T-85H, T-95, T-110, and T-130 at varying cost.

Gramm—Larger engines and corresponding auxiliary units provided on all models at extra cost when type of service demands. Wheelbases and body mounting dimensions may change to suit special requirements. Double reduction axles available on all models except AX and BX.
Gross weight indicated for each model in the table is the straight rating.
Series CXH is supplied with Hercules JXB engine in Model CXHB and Hercules JXC in Model CXHC.

(7) **Grass Premier**—Eight cylinder engines available on following models: 835 with Lyc. GU at $1515 list; 865 with Lyc. HF at $4230; 875 with Lyc. AE at $5400.

(8) **International Harvester**—A-1, ¾ ton, same as A-2 except less spring leaves and smaller tires.

(9) **Le Moon**—Model 600 available with Lyc. AEC at same cost. Models 701 and 801 available with Waukesha 68RL at same cost.

(10) **Sterling**—Rocker arm used in place of springs

(•) **Sterling**—These models also available equipped with Cummins Model H Diesel engine.

†**Reo**—Model 1D is the longer wheelbase edition of Model 1B. The frame dimension is 7x2¾x¼. It is furnished at extra cost.

††**Reo**—2J,2K same as 2H except 166 in wheelbase and price of $1695

††**Reo**—3J same as 3H except wheelbase of 170 in. and price of $2085; 3K same as 3H except 185 in. wheelbase and price of $2155, 3M same as 3H except 205 in. wheelbase.

(11) **Studebaker**—S-2 in 141 in. and 165 in. wheelbases has 6⅜ in. frame depth.

(12) **White**—Each model shown is furnished with different specifications for different tonnage ratings.

•—Factory governed speed 2400 r.p.m.

(13) **Marmon-Herrington**—Available with Hercules Diesel engine. Price on application.

(14) **Ford**—Rear axle ratios 5.14 and 6.6 optional on 1½-ton trucks.

(15) **Mack**—Chassis price and weight include cab.

MAKES—ALL

AB—American Bosch
A LaF—American La France.
AL—Auto Lite.

B—Bendix.
BB—Borg & Beck.
BL—Brown-Lipe.
BO—Bendix front, Own rear.
Blo—Blood.
Bu or Bud—Buda
BW—Borg Warner
BWs—Bendix front, Westinghouse rear.
C or Col—Columbia.
Car—Carter.
Ch—Chicago.
CI—Ignition by compression.
Cl or Cla—Clark.
Cle—Cleveland.
Co—Covert (transmission).
Co—Covert (clutch)
Con—Continental.
Cot—Cotta Gear.
Cum—Cummins-Diesel

Det—Detroit Lubricator.
DG—Detroit Gear and Machine.
DR—Delco Remy.

Eat—Eaton
Ei—Eisemann
En—Governor built in engine
EV—Electro-Vac (gov.) Pierce.

Fe—Fedders.
Fu—Fuller.

Ge—Gemmer.
GO—G. & O.

Ha—Handy (governor)
Ha—Hannum (steering gear).
HaS—American Car & Fdry.
Her—Hercules.
Hr—Harrison
HS—Merchant & Evans (clutch).
HS—American Car & Fdry. (governor).

Jac—Saginaw.
Jo—Jones.

KP—Handy.

L—Lockheed.
Li—Lipe, W. C.
LN—Leece Neville.
Lo—Long.
LO—Lockheed front, Own rear
LW—Lockheed front, Wisconsin rear.
Lyc—Lycoming.

Mc—McCord.
Ma—Marvel.
ME—Merchant & Evans.
MM—Mechanics Mach.
Mo—Modine (radiator).
Mo—Monarch (governor).
My—Mallory.

NE—North East.
No—Not supplied.
ns—No Standard.
O or Ow—Own.
Op or Opt—Optional.
Pe—Pierce (governor).
Pe—Perfex (radiator).
PS—Peters & Snead.
RB—Robt. Bosch.
Ro—Rockford.
Ros—Ross.
Sc—Scintilla.
Sch—Wheeler-Schebler.
Snu—Shuler.
SpB—Spicer and Blood.
Spi—Spicer.
Ste or St—Sterling.
Str—Stromberg.
Til—Tillotson
T or Tim—Timken
TWH—Timken Wisconsin Herrington
WG—Warner Gear.
Wa—Waukesha (governor).
Wau—Waukesha.
W or Wis—Wisconsin
Ws—Westinghouse.
Yo—Young.
Zen—Zenith.

BRAKES—SERVICE

Location

2—Two Wheels, rear only.
2/4—Two-wheel brakes effective on all four wheels through driveshaft.
4/6—Brakes on four rear wheels effective on all wheels through driveshaft.
T/4—Brake on transmission effective on all four wheels through driveshaft.
4—Four Wheels, front and rear
4r—Four Wheels, rear only.
6—Six Wheels, front and rear.
J—Jackshaft.
P—Propeller shaft.

Type

I—Internal.
X—External.

Operation

A—Air.
D—Hydraulic and mechanical.
H—Hydraulic.
M—Mechanical.
V—Vacuum.

BRAKES—HAND

Location

C—Center of double propeller shaft
2—Rear wheels.
4—Four wheels.
R—Worm or bevel gearshaft
T—Transmission.
F—Driveshaft.

Type

D—Tru-Stop disk.
I—Internal.
X—External.

BRAKE DRUMS

Material

a—Cast alloy iron.
A—American Car Fdry.
C—Centrifuse
D—Dayton.
E—Ermalite.
G—Gunite.
H—Hunt Spiller.
c—Cast iron
p—Pressed steel
P—Pressed steel.
s—Cast steel.
(Where a combination of any of the above is used, the first reference mark applies to the front and the second to the rear drums.)

CLUTCH

Type

D—Multiple disk.
dp—Double plate.
O—Plate in oil.
P—Single plate

ENGINE

Valve Arrangement

F—Inlet valve in head; exhaust valve at side.
H—In head.
L—"L" head, valves at side.
T—Inlet and exhaust on opposite sides.

Camshaft Drive

C—Chain.
G—Gear.

Piston Material

A—Aluminum alloy.
B—Semi-steel.
C—Cast iron.
N—Nickel iron.
S—Aluminum alloy with strut.

Main Bearings

r—Rear main bearing.

Oiling System

CC—Pressure to main, connecting rod and camshaft bearings.
FP—Pressure to main, connecting rod camshaft bearings and piston pins.
PC—Pressure to mains and connecting rod bearings.
PG—Pump, gravity and splash.
PS—Pressure with splash.

FRAME

Type

I—"I" Beam.
C—Channel.
T—Channel tapered front and rear.
L—Channel reinforced with liner.
B—Channel reinforced with both liner and fishplate.
P—Channel reinforced with plate.
TL—Channel tapered front and rear reinforced with liner.
D—Drop Center
Tf—Tapered front
X—x-Braced

FUEL SYSTEM

Fuel Feed

E—Electric pump.
G—Gravity.
M—Mechanical pump.
P—Pressure.
V—Vacuum.

REAR AXLE

Final Drive and Type

B—Bevel.
C—Chain.
D—Dead.
F—Full-floating
2—Double Reduction.
S—Spiral bevel.
W—Worm.
w/2—Worm or Double Reduction Optional
½—Semi-floating.
¾—Three-quarter floating.

Drive and Torque

A—Radius Rods and Torque Arm.
H—Hotchkiss. (springs)
R—Radius Rods
T—Torque Arm.
U—Torque Tube.

SPRINGS

Auxiliary Type

½—Semi-elliptic above or below main springs.
¼—Quarter elliptic.
C—Coil spring
N—No.
O—Optional.

TIRES

B—Balloon.
DB—Dual Balloons
P—High Pressure Pneumatics.
DP—Dual High Pressure Pneumatics
S—Solids.
DS—Dual Solids
•—Pneumatics at extra cost

TRANSMISSION

Location

A—Amidships
J—Unit with jackshaft.
U—Unit with engine.

Auxiliary Location

No—Not furnished.
O2—2 speed axle unit optional at extra cost.
Op—Optional at extra cost.
A—Amidships.
R—Rear of amidships main transmission.
U—Unit with engine.

WHEELS DRIVEN

2C—Center pair of rear wheels
2R—Rear pair of rear wheels.
4F—Front and center pair of rear wheels.
4R—Four rear wheels.
6—Six wheels

Line Number	MAKE AND MODEL	GENERAL (See Keynote)					TIRE SIZE		MAJOR UNITS								FRAME	
									ENGINE		TRANSMISSION		REAR AXLE					
		Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds / Aux. Location and Speeds	Make and Model	Gear and Type	Drive and Torque	GEAR RATIOS In High	GEAR RATIOS In Low	Side Rail Dimensions	Type
1	A.C.F. 160	6	6950	186	222	26000	10170	B9.75/22	B9.75/22	HaS 160	6-4¼x5½	BL 1714	U 4	Op Tim 76730	2F	R	7.46	52.7	8x3x¼	P
2	175B	6½	8300	186	222	26000	10750	B10.50/22	B10.50/22	HaS 175	6-5x6	BL 714	U 4	Op Tim 76730	2F	R	7.46	38.6	8x3x¼	P
3	175A	7½	8850	178	240	30000	11610	B10.50/24	B10.50/24	HaS 175	6-5x6	BL 714	U 4	Op Tim 79730	2F	R	7.48	38.7	8x3x¼	P
4	Armleder 11H	1½–2½	1295	156	195	11500	4850	B6.50/20	DB6.50/20	Con 16C	6-3½x4½	BL 35	U 4	No Tim	BF	H	5.83	31.2	6x3x¼	P
5	21Ha	2½–4	2185	160	207	15300	5450	B8.25/20	DB8 25/20	Her WXC	6-4x4½	Own	U 5	No Tim	BF	H	6.06	38.5	6x3x¼	P
6	31Ha	3–4½	2695	146	213	19500	5750	B9.00/20	DB9.00/20	Her WXC	6-4x4½	Fu 5A38	U 5	No Tim	BF	R	6.02	39.2	7x3x¼	P
7	41Ha	4½–6	3050	146	227	23000	6600	B9.75/20	DB9.75/20	Her WXC	6-4x4½	Fu 5A38	U 5	No Tim	BF	R	6.83	43.8	7x3x¼	P
8	61Ha	5–7	3725	146	227	24000	7400	B9.75/20	DB9.75/20	Her WXC2	6-4½x4½	Fu 5A38	U 5	No Own	2F	R	7.07	49.7	8¼x3x¼	P
9	71Ha	8–11	5895	152	247	35000	9820	B10.50/24	DB10.50/24	Her RXC	6-4½x5¼	Fu 5A53	U 5	No Wis	2F	R	7.07	49.8	8¼x3x¼	P
10	(T) TRD	10	4150	148	174	35000	7100	B9.00/20	DB9.00/20	Her YXC	6-4⅜x4¾	Fu 5A53	U 5	No Own	2F	R	7.8	56.8	7x3x¼	P
11	(T) TRDA	12	4350	148	174	39000	7226	B9.75/20	DB9.75/20	Her YXC3	6-4⅜x4¾	Fu 5A53	U 5	No Own	2F	R	7.8	56.8	7x3x¼	P
12	(T) TRDB	15	4595	148	174	45000	7326	B9.75/20	DB9.75/20	Her RXC	6-4⅜x5¼	Fu 5A53	U 5	No Wis	2F	R	7.8	56.8	7x3x¼	P
13	Autocar RG	2½	3000	150	192		6100	P34x7	DP34x7	Own R	6-3¾x4¾	Own T	U 4	No Own D	2F	H	6.21	39.3	8x3x¼	T
14	D	3	3500	150	192		6140	P34x7	DP34x7	Own SD	6-4x4¾	Own T	U 4	No Own D	2F	H	6.21	39.3	8x3x¼	T
15	DE	3½	3950	150	192		7010	B9.00/20	DB9.00/20	Own SD	6-4x4¾	Own T	U 4	No Own TE	2F	H	6.43	40.7	8x3x¼	T
16	DH	4	4150	150	192		7400	P36x8	DP36x8	Own SD	6-4x4¾	Own T	U 4	No Own N	2F	H	8.57	54.3	8x3x¼	T
17	N	4	4650	191	227		8275	B9.75/20	DB9.75/20	Own SCH	6-4¼x4¾	Own D	U 5	No Own N	2F	H	7.20	45.6	9x3x¼	T
18	NF	5	4750	151	227		8370	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own D	U 5	No Own TF	2F	H	7.20	42.1	9x3x¼	T
19	S	5	5500	168	168		9675	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own T	U 4	A 3 Own CG	2F	H	8.52	54.0	9x3x¼	T
20	C	7½	6650	158	176		11784	B10.50/24	DB10.50/24	Own SCM	6-4½x4¾	BL 734	U 4	A 3 Wis 78720	2F	H	9.92	121	10½x3x¼	T
21	CE	7½	6000	172	203		10300	S36x7	DS40x8	Own SCM	6-4½x4¾	Own T	U 4	No Own C	2F	R	8.57	52.6	9x3x¼	T
22	CBS	7½	6200	203	203		9800	P42x9	DP42x9	Own SCM	6-4½x4¾	Own B	A 4	No Own C	2F	H	8.57	52.6	9x3x¼	T
23	T	7½	5900	192	242		9680	B10.50/22	DB10.50/22	Own SCM	6-4½x4¾	Own D	U 5	No Own TG	2F	H	7.20	88.5	9x3x¼	T
24	TE	8½	6300	214	228		10020	B9.75/22	DB9.75/22	Own SCM	6-4½x4¾	BL 7351	U 5	No Own CG	2F	H	7.20	87.6	10½x3x¼	T
25	(Eng.und.seat) UD	3	3500	97	145		6740	P34x7	DP34x7	Own SD	6-4x4¾	Own T	U 4	No Own H & D	2F	H	6.21	39.3	8x3x¼	T
26	" UDF	3½	3950	127	145		7655	B9.00/20	DB9.00/20	Own SD	6-4x4¾	Own T	U 4	No Own TE	2F	H	6.43	40.7	8x3x¼	T
27	" UN	4	4650	96	163		8635	B9.75/20	DB9.75/20	Own SCH	6-4¼x4¾	Own D	U 5	No Own C & N	2F	H	7.20	45.6	8x3x¼	T
28	" UNF	5	4850	128	163		9200	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own D	U 5	No Own TF	2F	H	7.20	42.1	9x3x¼	T
29	" US	5	5300	109	109		9115	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own T	U 4	No Own CG&TG	2F	H	7.20	45.6	9x3x¼	T
30	" UT	6	5900	128	163		9660	B10.50/22	DB10.50/22	Own SCM	6-4½x4¾	Own D	U 5	No Own CG&TG	2F	H	7.20	45.6	9x3x¼	T
31	" U. TE	8½	6300	145	163		10525	B9.75/22	DB9.75/22	Own SCM	6-4½x4¾	Own T	U 4	A 3 Own CG&TG	2F	H	7.20	45.6	10½x3x¼	T
32	Available W-120	1½	1245	Op	Op	11200	4000	B6.50/20	DB6.50/20	Wau BL	6-3½x4½	WG T9	U 4	No Tim 53200	SF	H	6.6	42.2	10x2½x¼	TX
33	W-170	2½	1620	Op	Op	13400	4700	B7.50/20	DB7.50/20	Wau BL	6-3½x4½	WG T9	U 4	No Tim 54300	SF	R	6.8	43.5	10x2½x¼	TX
34	W-210	2½	1720	Op	Op	13400	4800	B7.50/20	DB7.50/20	Wau BK	6-3½x4½	BL 234	U 4	No Tim 54300	SF	R	6.8	43.5	10x2½x¼	TX
35	W240	3	1975	Op	Op	16300	5400	B8.25/20	DB8.25/20	Wau BK	6-3¾x4¾	BL 234	U 4	No Tim 56200	SF	R	7.4	47.4	12x2½x¼	TX
36	W300	4	2750	Op	Op	20700	7000	B9.00/20	DB9.00/20	Wau 6-110	6-4x4¾	Fu 5A-380	U 5	No Tim 58205	SF	R	7.8	54.6	12x2½x¼	TX
37	W400	5	3750	Op	Op	25500	8200	B9.75/20	DB9.75/20	Wau 6-125	6-4½x5½	Fu 5A-530	U 5	No Tim 65720H	WF	R	8.5	55.6	14x3x¼	TX
38	Biederman 10	1–1½	895	130	160	6000	2800	B6.50/18	B6.50/18	Con 25A	6-3½x4	BL 124	U 4	No Cla B373	BF	R	5.10	31.6	7x3x¼	T
39	20	1–1½	1195	145	175	10000	3200	B6.50/20	DB6.50/20	Con 25A	6-3½x4	BL 124	U 4	No Cla B373	BF	R	6.37	39.4	7x3x¼	T
40	30	1½–2	1495	163	178	12000	4100	B7.50/20	DB7.50/20	Con 25A	6-3½x4	BL 124	U 4	No Cla B611	BF	R	6.37	39.4	7x3x¼	T
41	45	1½–5	2100	180	198	16000	4990	B8.25/20	DB8.25/20	Lyc ASE	6-3¼x4½	Cla R100	U 5	No Cla B613	BF	R	6.37	45.0	7½x3x¼	T
42	35	2–2½	1850	146	188	12000	4680	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	BL 234	U 4	Op Cla B611	BF	R	6.37	40.8	7x3¼	T
43	40	2½–3	2100	158	188	16000	4840	B8.25/20	DB8.25/20	Her JXC	6-3¾x4¼	BL 234	U 4	Op Cla B611	BF	R	6.37	40.8	8x3x¼	T
44	50	2½–3	2400	176	188	20000	5600	B9.00/20	DB9 00/20	Her JXC	6-3¾x4¼	BL 234	U 4	Op Cla B805	BF	R	6.42	41.2	8x3x¼	T
45	55	3–3½	2750	180	200	20000	6450	B9.00/20	DB9 00/20	Con E602	6-4¼x4½	BL 524	U 4	Op Cla B805	BF	R	6.42	46.7	8x3x¼	T
46	60	3½–5	3150	170	200	24000	6820	B9.75/20	DB9.75/20	Con E602	6-4¼x4½	BL 524	U 4	Op Cla B805	BF	R	7.17	52.1	8x3x¼	T
47	70	3½–5	3600	150	210	24000	7530	B9.75/20	DB9 7 20	Con E602	6-4¼x4½	BL 524	U 4	Op Wis 1237	2F	R	8.00	58.7	8x3½x¼	T
48	80	5–7	3900	150	210	28000	7800	B10.50/20	DB10.50/20	Con E603	6-4¼x4½	BL 524	U 4	Op Wis 1237	2F	R	8.94	65.1	8x3½x¼	T
49	Brockway 80	1½–2	1185	149	168	10500	4035	B6.50/20	DB6.50/20	Con 26B	6-3½x4	Wa T9	U 4	No Tim 53200H	SF	H	5.66	36.2	7½x2½x¾	T
50	90	2–2½	1485	149	186	12500	4480	B7.00/20	DB7.00/20	Con 28B	6-3½x4⅝	Wa T9	U 4	No Tim 54300H	SF	H	5.83	37.4	7½x2½x¾	T
51	100	2–3	1800	168	200	15000	4985	B7.50/20	DB7.50/20	Con 28B	6-3¾x4⅝	Fu	U 5	No Tim 54300H	SF	H	5.83	46.0	7½x2½x¾	T
52	120	2–3	2090	156	188	15000	5640	B7.50/20	DB7.50/20	Con 30B	6-4x4½	BL 314	U 4	No Tim 54300H	SF	H	5.83	38.5	7½x3x¼	T
53	140	2½–3½	2690	156	200	17500	6385	B8.25/20	DB8.25/20	Con 30B	6-4x4½	BL 314	U 4	Op Wis 4916L	2F	R	6.66	43.5	7½x3x¼	T
54	150	2½–3½	2540	188	200	18500	6000	B8.25/20	DB8.25/20	Con 32B	6-4¼x4½	Fu 5A38	U 5	Op Tim 56200H	SF	R	5.71	35.0	7½x3x¼	T
55	141	3–4	3175	170	200	19500	7450	B9.00/20	DB9.00/20	Con 30B	6-4x4½	BL 314	U 4	Op Wis 70000L	2F	R	7.0	46.2	8x3x¼	T
56	160	3½–4	3175	188	200	21000	7500	B9.00/20	DB9.00/20	Con 32B	6-4½x4½	Fu 5A38	U 5	Op Tim 58205H	SF	R	6.14	48.5	8x3x¼	T
57	170	3–4	3450	170	212	19500	7700	B9.00/20	DB9.00/20	Con 33B	6-4½x4¾	BL 5352	U 5	Op Wis 70000L	2F	R	5.78	44.5	8x3x¼	T
58	175	3–4	3850	170	224	24000	7900	B9.00/20	DB9.00/20	Con 34B	6-4¾x4¾	BL 5352	U 5	Op Wis 70000L	2F	R	5.78	44.5	8x3x¼	T
59	195	5	4000	170	224	24000	8540	B9.75/20	DB9.75/20	Con 33B	6-4½x4¾	BL 5352	U 5	Op Wis 1337BH	2F	R	5.63	43.4	8½x3x¼	T
60	220	7½	4700	170	224	28000	8980	B10.50/20	DB10.50/20	Con 34B	6-4¾x4¾	BL 5352	U 5	Op Wis 1737KH	2F	R	5.75	44.3	8½x3x¼	T
61	260	7½–10	5850	212	240	30000	9585	B10.50/22	DB10 50/22	Con 35B	6-4½x5¼	Fu MHU	U 4	Op Wis 1737KH	2F	R	8.05	50.7	8½x3x¼	T
62	2608	10	6200	212	240	34000	10075	B10.50/24	DB10.50/24	Con 35B	6-4½x5¾	Fu MHU	U 4	Op Wis 1737KH	2F	R	8.05	50.7	8¼x3x¼	T
63	V-1200	15	10500	156	240	60000	12400	B11.25/22	DB11.25/22	A La F V12	12-4x5	BL 7351	U 5	Op Wis 1910W	2F	R	7.95	49.8	10x3x¼	T
64	Chevrolet... Comm'l	½	365	112	112	4400	2110	B5.50/17	B5.50/17	Own	6-3¼x4	Own	U 3	No Own	8½	U	4.11	12.4	5¾x2½x⅝	C
65	Utility	1½	515	131	131	9300	2995	P30x5	P32x6	Own	6-3¼x4	Own	U 4	No Own	8½	U	5.43	39.2	7x2¾x⅞	C
66	Utility	1½	545	157	157	9300	3100	P30x5	P32x6	Own	6-3¼x4	Own	U 4	No Own	8½	U	5.43	39.2	7x2½x⅞	C
67	Corbitt (3) 8B4	1½	980	134	134	8500	3200	B6.00/20	P32x6	Con W10	4-3½x4¼	Ow 8T	U 4	No Own 8R	SF	H	5.4	38.4	5¾x3x¼	T
68	8B6	1½	1080	136	136	8500	3275	B6.00/20	P32x6	Con 25A	6-3½x4	Ow 8T	U 4	No Own 8R	SF	H	5.4	38.4	5¾x3x¼	T
69	10B6	1½–2	1310	171	191		3950	B6.50/20	DB6.50/20	Con 25A	6-3½x4	BL 214	U 4	No Tim 53200H	SF	H	Op	Op	5½x3½x¼	T
70	9B6	1½–2½	2185	152	183		4200	P32x6	DP32x6	Con 20C	6-3½x4⅝	BL 224	U 4	No Tim 54200H	SF	H	5.57	27.8	7x3½x¼	T
71	12B6	2–3	3060	163	220		4870	B7.50/20	DB7.50/20	Con E601	6-3½x4½	BL 334	U 4	No Tim 56200H	SF	H	Opt	Opt	7x3½x¼	T
72	12W6	2–3	2950	165	220		4910	B7.50/20	DB7.50/20	Con E601	6-3¾x4½	BL 334	U 4	No Tim 64800H	WF	H	Opt	Opt	7x3½x¼	T
73	15B6	2½–3½	3740	174	220		5870	P34x7	DP34x7	Con E601	6-3¾x4½	BL 334	U 4	No Tim 58200H	SF	H	Opt	Opt	7x3½x¼	T
74	15W6	2½–3½	3850	183	224		6160	P34x7	DP34x7	Con E601	6-3¾x4½	BL 334	U 4	No Tim 65200H	w/2F	H	Opt	Opt	7x3½x¼	T
75	18	2½–4	4400	174	230		8100	P36x8	DP36x8	Con E602	6-4¼x4½	BL 334	U 4	No Tim 65720H	w/2F	H	Opt	Opt	8x3½x¼	T
76	24	3½–5	5115	195	230		9200	B9.75/20	DB9.75/20	Con E603	6-4¼x4½	BL 60	A 7	No Tim66720H	w/2F	H	Opt	Opt	8x3½x¼	T
77	33	5–7½	6160	195	230		10000	P40x10	DP40x10	Con 21R	6-4¼x4¾	BL 60 Max	A 7	No Tim68720TW	w/2F	H	Opt	Opt	8x3x¼	T
78	(T)10B6T	3–5	1650	(3)	(3)		3950	B6.50/20	DB6.50/20	Con 20C	6-3½x4⅝	BL 224	U 4	No Tim 53200H	SF	H	Opt	Opt	5¼x3½x¼	T
79	(T)9B6T	4–6	2600	(3)	(3)		4200	B7.50/20	DB7.50/20	Con E601	6-4¼x4½	BL 334	U 4	No Tim 54200H	SF	H	Opt	Opt	7x3½x¼	T
80	(T)12BT6	4–7	3465	(3)	(3)		4870	B8.25/20	DB8.25/20	Con E602	6-4½x4½	BL 335	U 4	No Tim 56200H	SF	H	Opt	Opt	7x3½x¼	T
81	(T)15B6T	5–8	4875	(3)	(3)		5870	B9.00/20	DB9.00/20	Con 21R	6-4¾x4¾	BL 335	U 5	No Tim 58200H	SF	H	Opt	Opt	8x3½x¼	T
82	(T)18D6T	8–10	5500	(3)	(3)		8100	B9.75/20	DB9.75/20	Con 22R	6-4½x5¼	BL 5351	U 5	No Tim 75733H	2F	H	Opt	Opt	8x3½x¼	T
83	(T)24D6T	10–15	6500	(3)	(3)		9200	B10.50/20	DB10.50/20	Con 16H	6-4¾x5¾	BL 7212	U 4	U3 Tim 66720W	2F	H	Opt	Opt	8x3x¼	T
84	Day-Elder (4) 75	1½	945	135	156	8500	3700	B6.00/20	B6.50/20	Her JXA	6-3½x4¼	WG T9	U 4	No Tim 53200H	BF	H	5.66	36.2	5½x3¼x¼	C
85	85	2	1195	135	168	9500	4000	B6.00/20	DB6.50/20	Her JXB	6-3½x4¼	WG T9	U 4	No Tim 53200H	BF	H	5.66	36.2	5½x3¼x¼	C
86	110	2½	1495	156	186	11500	4800	B7.00/20	DB7.00/20	Her JXC	6-3½x4¼	WG T9	U 4	No Tim 54200H	BF	H	5.83	37.3	7x3½x¼	C
87	130	3	1995	157	199	13000	6200	B7.50/20	DB7.50/20	Her WXC	6-4x4½	BL 334	U 4	No Tim 56200H	BF	H	6.17	37.9	7x3¾x¼	C
88	160	3½	2445	165	204	17500	6400	B7.50/20	DB9.00/20	Her WXC3	6-4¼x4½	BL 334	U 4	No Tim 58200H	BF	R	6.14	41.9	9x3¼x¼	C
89	200	4	2895	165	204	20000	7200	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	BL 334	U 4	No Tim 65720H	WF	R	6.14	47.6	9x3¼x¼	C
90	240	5	3895	162	234	28500	9100	B10.50/20	DB10.50/20	Her RXC	6-4¾x5¼	BL 534	U 4	No Tim 66720H	WF	R	7.69	52.1	10x3½x¼	C
91	Diamond T 211SF	1½	595	135	158	8500	3250	B5.50/20	B6.50/20	Her JXA	6-3½x4¼	WG T9	U 4	No Cla B364	8½	H	5.4	34.6	7x2⅜x⅞	T
92	211FF	1½	615	135	158	8500	3250	B5.50/20	B6.50/20	Her JXA	6-3½x4¼	WG T9	U 4	No Cla B373E	SF	H	Opt	Opt	7x2⅜x⅞	T
93	226	1½	725	135	158	10000	3500	B6.00/20	DB6.00/20	Her JXA	6-3½x4¼	WG T9	U 4	No Cla B410	SF	H	Opt	Opt	7x2⅜x⅞	T
94	241	1¾	825	137	179	10000	3500	B6.00/20	P32x6	Her JXA	6-3½x4¼	WG T9	U 4	No Cla B410	SF	H	Opt	Opt	8x3x⅞	T
95	311	2	1025	155	179	12000	4200	B6.50/20	DB6.50/20	Her JXB	6-3½x4¼	WG T9	U 4	No Cla B613	SF	H	Opt	Opt	8x3x⅞	T
96	261	2	975	155	179	11000	4000	B6.50/20	DB6.50/20	Her JXA	6-3¾x4¼	WG T9	U 4	No Cla B613	SF	H	Opt	Opt	8x3x⅞	T
97	351	2½	1325	155	179	14000	4700	B7.00/20	DB7.00/20	Her JXC	6-3¾x4¼	Cla R103	U 5	No Cla B642	SF	H	Opt	Opt	8x3x⅞	T
98	326B	2½	1225	155	179	13000	4600	B7.00/20	DB7.00/20	Her JXB	6-3¾x4¼	WG T9	U 4	No Cla B642	SF	H	Opt	Opt	8x3x⅞	T
99	326DR	2½	1395	155	179	13000	4600	B7.00/20	DB7.00/20	Her JXB	6-3½x4¼	WG T9	U 4	No Wis 4916L	2F	H	Opt	Opt	8x3x⅞	T
100	410A	3	1795	160	194	15000	5400	B7.50/20	DB7.50/20	Her WXC	6-4x4½	Cla R909	U 5	No Cla B642	SF	H	Opt	Opt	6½x3x¼	T
101	376	3	1695	155	179	15000	5000	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	Cla R103	U 5	No Wis 4916L	2F	H	Opt	Opt	8x3x⅞	T
102	510	4	2095	168	201	18000	6400	B7.00/20	DB8.25/20	Her WXC	6-4x4½	Cla R909	U 5	No Tim 58205H	SF	H	Opt	Opt	6½x3x¼	T
103	425	4	2395	160	194	18000	6200	B8.25/20	DB8.25/20	Her WXC	6-4x4½	Cla R909	U 5	No Wis 70000	2F	R	Opt	Opt	6½x3x¼	T
104	603A	5	3300	169	230	20000	8100	B9.00/20	DB9.00/20	Her WXC	6-4¾x4¾	BL5351	U 5	Op Wis 1337H	2F	R	Opt	Opt	6½x3x¼	P
105	525	5	2695	168	201	20000	7200	B9.00/20	DB9.00/20	Her WXC3	6-4¾x4¾	Cla R909	U 5	No Wis 1337H	2F	R	Opt	Opt	6½x3x¼	P
106	740	5–6	3900	178	232	22000	8500	B9.75/20	DB9.75/20	Her RXB	6-4½x5¼	BL5351	U 5	Op Wis 1337H	2F	R	Opt	Opt	7½x3½x¼	P
107	750	5–7	4600	178	232	28000	10000	B9.75/22	DB9.75/22	Her RXC	6-4½x5¼	Co 8A5	A 5	Op Wis 1737 KW	2F	R	Opt	Opt	7½x3½x¼	P
108	750H	5–7	4200	178	232	28000	10000	B9.75/20	DB9.75/20	Her RXC	6-4½x5¼	Co 8A5	A 5	Op Wis 1737H	2F	R	Opt	Opt	7½x3½x¼	P
109	1515	7½	6800	171	Op	36000	12000	B10.50/24	DB10.50/24	Her HXB	6-5x6	BL 744	A 4	A 3 Wis 79730	2F	R	Opt	Opt	9x3½x¼	P
110	Differential E-131	2½	3200	160	160	18100	5100	B9.00/20	DB9.00/20	Lyc ASD	6-3¾x4½	BL 314	U 4	No Tim 58200	BF	H	7.8	51.4	12x2½x¼	P
111	Dodge Bros. HC	Com'l	340	111	111		1775	B5.25/17	B5.25/17	Own	6-3½x4½	Own	U 3	No Own	8½	H	4.37	12.2	5x2x⅞	X
112	KC	Com'l	370	111	111		1785	B5.27/17	B5.25/17	Own	6-3½x4⅜	Own	U 3	No Own	8½	H	4.11	11.5	5x2x⅞	X
113	HCL	Com'l	365	119	119		1805	B5.25/17	B5.25/17	Own	6-3½x4⅜	Own	U 3	No Own	8½	H	4.37	12.2	5½x2x⅞ x½	X
114	KCL	Com'l	395	119	119		1815	B5.25/17	B5.25/17	Own	6-3½x4⅜	Own	U 3	No Own	8½	H	4.11	11.5	5½x2x⅞ x½	X
115	H20	¾–1	502	131	157	6075	2667	B7.00/20	B7.00/20	Own	6-3½x4⅜	Own	U 4	No Own	8F	H	5.85	37.4	6½x2x⅞ x½	C
116	K20	¾	525	131	157	5500	2559	B6.00/20	P32x6	Own	6-3½x4⅜	Own	U 4	No Own	8F	H	4.87	31.2	6½x2x⅞ x½	C
117	K-20X	1	525	131	...	6075	2612	B6.00/20	P32x6	Own	6-3½x4⅜	Own	U 4	No Own	8F	H	4.87	31.2	6½x2x⅞ x½	C
118	K22	1	***	140	...	7800	2710	B7.00/20	B7.00/20	Own	6-3½x4½	Own	U 5	No Own	8F	H	5.66	40.0	8x2x⅞ x½	C
119	H30	1½–2	490	131	157	8400	2612	B6.00/20	P32x6	Own	6-3½x4½	Own	U 4	No Own	8F	H	5.85	37.4	6½x2x⅞ x½	C
120	K30	1½–2	525	131	...	8400	2667	B6.00/20	P32x6	Own	6-3½x4⅜	Own	U 4	Op Own	8F	H	4.87	31.2	6½x2x⅞ x½	C
121	KD-30	1½–2	525	136	161	8400	2612	B6.00/20	P32x6	Own	6-3½x4⅜	Own	U 4	Op Own	8F	H	4.87	31.2	6½x2x⅞ x½	C
122	K32	1½–2	525	136	161	10500	2885	B6.00/20	P32x6	Own	6-3½x4⅜	Own	U 4	Op Own	8F	H	5.12	32.7	7x2½x⅞ x½	C
123	(Cont.) KD32	1½–3	***	136	161	10500	2858	B6.00/20	P32x6	Own	6-3½x4⅜	Own	U 4	Op Own	8F	H	5.12	32.7	7x2½x⅞ x½	C

Line Number	ENGINE DETAILS: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetors Make	FUEL SYST.: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make, Location Type, Operation	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	BRAKES: Hand Location, Type	BODY MOUNTING DATA: Cab to Rear of Frame	BODY MOUNTING DATA: Cab to Rear Axle	BODY MOUNTING DATA: Width of Frame	SPRINGS: Front	SPRINGS: Rear	SPRINGS: Auxiliary Type
1	468	4.4	322	43.3	120–2200	H	C	A	4–2¾	10¾	CC	Ha	Zen	V	DR	DR	P.BL	Lo	Spi	Tim 27451	Ros	O4IA	720	A	CD	172	102	33½	42x3	56x4	½
2	707	4.4	500	60.	175–2200	H	C	A	7–3¼	14½	CC	Ha	Zen	M	DR	DR	dp.Lo	Lo	Spi	Tim 27451	Ros	O4IA	720	A	CD	172	102	33½	42x3	56x4	½
3	707	4.4	500	60.	175–2200	H	C	A	7–3¼	14½	CC	Ha	Zen	M	DR	DR	dp.Lo	Lo	Spi	Tim 27451	Ros	O4IA	816	A	CD	172	102	33½	42x3	56x4	½
4	248	5.0	150	27.3	65–2600	L	G	C	7–2¾	10¾	FP	No	Str	M	DR	DR	D.BL	Yo	Spi	Tim	Ros	L4IH	380	G	TX	129½	Opt	31½	40x2½	50x3	½
5	339	4.7	225	38.4	73–2200	L	G	C	7–2½	13¼	PC	Mo	Str	M	AL	AL	D.BB	Yo	Spi	Tim	Ros	L4IHV	452	G	TX	129½	Opt	31½	40x2½	50x3	½
6	339	4.7	225	38.4	73–2200	L	G	C	7–2½	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Tim	Ros	L4IHV	578	G	TX	106	Opt	31½	40x2½	62¾x2½	N
7	339	4.7	225	38.4	73–2200	L	G	C	7–2¾	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	658	G	TX	106	Opt	31½	40x2½	62¾x2½	N
8	360	4.7	238	40.3	80–2200	L	G	C	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Own	Ws4IA	847	G	TD	118	Opt	31½	41x2½	62¾x3	N
9	529	4.4	355	51.2	115–2200	L	G	C	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	93 A	Opt	31½	41x2½	62¾x3	N
10	428	4.4	280	45.9	93–2200	L	G	C	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	93 A	Opt	31½	41x2½	62¾x3	N
11	478	4.4	318	51.2	103–2200	L	G	C	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	92 A	Opt	31½	41x2½	62¾x3	N
12	529	4.4	355	51.2	115–2200	L	G	C	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	93 A	Opt	31½	41x2½	62¾x3	N
13	314	5.2	213	33.7	75–2400	L	G	C	7–3	12¾	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 31000	Ros	LO4IDV	450	e	2I	88½	60¾	34½	40x2½	54x3	½
14	358	5.2	240	38.4	84–2500	L	G	C	7–3	12¾	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 33000	Ros	LO4IDV	450	e	2I	88½	60¾	34½	42½x3	54x3	½
15	358	5.2	240	38.4	84–2500	L	G	C	7–3	12¾	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO4IDV	519	e	2I	88½	60¾	34½	42½x3	54x3	½
16	358	5.2	240	38.4	84–2500	L	G	C	7–3	12¾	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO4IDV	519	e	2I	88½	60¾	34½	42½x3	54x3	½
17	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO4IDV	519	e	FD	188½	102¼	34½	42x3	53x3	½
18	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO4IDV	519	e	FD	89¾	61¾	34½	42¼x3	53½x4	½
19	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	LO4IDV	543	e	FD	161½	82¼	34½	41½x3	53½x4	½
20	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 27450	Ros	LO4IDV	660	e	FD	115½	71½	34½	41½x3	54½x4	½
21	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Own 8CH	Ros	O2IHV	502	e	FD	88½	158¾	34½	42¼x3	55x4	½
22	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	BO4IMV	670	e	FD	119½	210	34½	42¼x3	54½x4	½
23	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	O4IA	543	e	FD	162½	102¾	34½	41¾x3	54½x4	½
24	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	O4IA	543	e	FD	244½	127½	34½	42½x3	54½x4	½
25	358	5.2	240	38.4	84–2500	L	G	C	7–3	12¾	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO4IDV	450	e	2I	134	72¼	34	41¼x3	53x3	½
26	358	5.2	240	38.4	84–2500	L	G	C	7–3	12¾	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO4IDV	519	e	2I	176	102¼	34	41¾x3	53x3	½
27	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	LO4IDV	543	e	FD	116	71¼	34	41½x3	53x3	½
28	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	LO4IDV	543	e	FD	176	103¼	34	41½x3	53x3	½
29	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	LO4IDV	543	e	FD	134	84¼	34	41½x3	53½x4	½
30	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 27450	Ros	O4IA	599	e	FD	158	103¼	34	41½x3	53½x4	½
31	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 27450	Ros	O4IA	599	e	FD	242	120¼	34	41½x3	53½x4	½
32	245	5.1	165	29.4	73–3000	L	G	A	7–2¾	10¼	FP	No	Zen	M	DR	DR	P.Lo	Ch	Blo	Tim 30000H	Ros	L4IH	269	a	TX	Opt	Opt	32	42½x2¼	58x2½	N
33	245	5.1	165	29.4	73–3000	L	G	A	7–2¾	10¼	FP	Wa	Zen	M	DR	DR	P.Lo	Ch	Blo	Tim 31000H	Ros	L4IH	330	a	TX	Opt	Opt	32	42½x2¼	58x2½	N
34	282	5.1	188	33.8	85–3200	L	G	A	7–2¾	10¼	FP	Wa	Zen	M	DR	DR	P.BL	Ch	Blo	Tim 31000H	Ros	L4IH	330	a	TX	Opt	Opt	32	42½x2¼	58x2½	N
35	282	5.1	188	33.8	85–3200	L	G	A	7–2¾	10¼	FP	Wa	Zen	M	DR	DR	P.BL	Ch	Blo	Tim 33000H	Ros	L4IH	330	a	TX	Opt	Opt	32	42½x2¼	58x2½	N
36	358	5.1	254	38.4	110–2800	F	G	A	7–2H	12½	FP	Wa	Ma	M	DR	DR	P.BB	Ch	Blo	Tim 35000H	Ros	L4IH	376	a	TD	Opt	Opt	32	42½x2½	58x3	N
37	462	5.0	324	45.9	125–2600	F	G	A	7–3	13¼	FP	Wa	Str	M	DR	DR	P.BB	Ch	Blo	Tim 35000H	Ros	L4IHV	462	E	FD	Opt	Opt	32	42½x2½	58x3	N
38	215	5.0	142	27.3	72–3000	L	G	A	4–2¾	6¾	CC	No	Zen	M	DR	DR	P.BL	Lo	MM	C1F 212	Ros	L4IH	312	p G	TX	89	54	36	47x2¼	50x2½	N
39	215	5.0	142	27.3	72–3000	L	G	A	4–2¾	6¾	CC	No	Zen	M	DR	DR	P.BL	Lo	MM	C1F 212	Ros	L4IH	312	p G	TX	117	69	36	47x2¼	50x2½	N
40	215	5.0	142	27.3	72–3000	L	G	A	4–2¾	6¾	CC	No	Zen	M	DR	DR	P.BL	Lo	MM	C1F 304	Ros	L4IH	414	p G	TX	135	87	36	47x2¼	50x3	N
41	298	5.2	194	34.0	84–2800	L	G	N	7–2½	....	CC	No	Zen	M	DR	DR	P.BB	Pe	MM	Cla F308	Ros	L4IH	458	p G	FX	167	99	32	47x2¼	60x3	N
42	282	5.0	194	34.0	84–2800	L	G	N	7–2½	10¼	CC	No	Zen	M	DR	DR	P.BL	Pe	MM	C1F 304	Ros	L4IH	414	p G	TX	114	66	36	47x2¼	50x3	N
43	282	5.0	194	34.0	84–2800	L	G	N	7–2½	10¼	CC	No	Zen	M	DR	DR	P.BL	Pe	MM	C1F 304	Ros	L4IH	414	p G	TX	126	78	36	47x2¼	50x3	N
44	282	5.0	194	34.0	84–2800	L	G	N	7–2½	10¼	CC	No	Zen	M	DR	DR	P.BL	Pe	MM	C1F 318	Ros	L4IH	490	p G	CX	144	96	36	47x2½	60x3	N
45	361	4.6	240	40.0	98–2500	L	G	N	7–2½	12¼	CC	Pe	Zen	M	DR	DR	P.BL	Pe	MM	C1F 318	Ros	L4IH	490	p G	CX	147	99	36	47x2½	60x3	N
46	361	4.6	240	40.0	98–2500	L	G	N	7–2½	12¼	CC	Pe	Zen	M	DR	DR	P.BL	Pe	MM	C1F 318	Ros	L4IH	490	p G	CX	137	89	36	47x2½	60x3	N
47	361	4.6	240	40.0	98–2500	L	G	N	7–2½	12¼	CC	Pe	Zen	M	DR	DR	P.BL	Pe	MM	Tim 35120	Ros	L4IH	616	G	CX	104	69	36	47x2¼	60x3	N
48	383	4.6	252	44.0	105–2800	H	G	N	7–2½	12¼	CC	Pe	Zen	M	DR	DR	P.BL	Pe	MM	Tim 35120	Ros	L4IH	616	G	CX	104	69	36	47x2¼	60x4	N
49	214	4.9	142	27.3	72–3200	L	C	A	4–2¾	6¾	CC	No	Zen	M	AL	AL	P.BB	GO	Spi	Col 4007	Ros	L4IH	248	G	TX	111	65	34	37x2¼	52x2½	½
50	248	4.9	170	27.3	78–3100	L	C	C	7–2¾	10 A	CC	No	Zen	M	AL	AL	P.BB	GO	Spi	Col 5500A8	Ros	L4IH	365	G	CD	111	65	34	37x2¼	52x2½	½
51	248	4.9	170	27.3	78–3100	L	C	C	7–2¾	10 A	CC	No	Zen	M	AL	AL	P.Ll	GO	Spi	Col 5500A9	Ros	L4IH	365	G	CD	141	84	34	37x2¼	52x2½	½
52	311	4.2	196	38.4	73–2400	H	C	N	7–2¾	13 A	CC	No	Zen	M	AL	AL	D.BL	GO	Spi	Col 5500A7	Ros	L4IH	365	G	CD	108	69	34	40x2½	54x2½	½
53	311	4.2	196	38.4	73–2400	H	C	N	7–2¾	13 A	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Col 5500A7	Ros	L4IHV	365	G	CD	108	69	34	40x2½	54x3	½
54	360	4.5	240	40.8	90–2500	L	G	N	7–2¾	13	CC	KP	Zen	M	AL	AL	P.Ll	GO	Spi	Col 5500A7	Ros	L4IHV	365	G	GD	168	101	34	40x2½	54x3	½
55	311	4.2	196	38.4	73–2400	H	C	N	7–2¾	13 A	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15582B13	Ros	L4IHV	407	G	CD	142	83	34	40x2½	54x3	½
56	360	4.5	240	40.8	90–2500	L	G	N	7–2¾	13	CC	KP	Zen	M	AL	AL	P.Ll	GO	Spi	Shu 15582B13	Ros	L4IHV	407	G	CD	168	101	34	40x2½	54x3	½
57	381	4.4	276	40.8	104–2400	H	C	N	7–2¾	13 A	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15582B13	Ros	L4IHV	407	G	CD	142	83	34	40x2½	54x3	½
58	427	4.2	308	45.9	115–2400	H	C	N	7–2¾	13 A	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15682B11	Ros	L4IHV	407	G	CD	142	83	34	40x2½	54x3	½
59	381	4.4	276	40.8	104–2400	H	C	N	7–2¾	13 A	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15682B11	Ros	L4IHV	500	G	CD	142	83	34½	40x2½	54x3	½
60	427	4.2	308	45.9	115–2400	H	C	N	7–2¾	13 A	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15692B12	Ros	L4IHV	550	G	CD	142	83	34½	40x2½	54x3	½
61	501	4.3	350	48.6	125–2200	H	C	A	7–2¾	13¾	CC	KP	Zen	M	AL	AL	D.Fu	GO	Spi	Shu 15692B12	Ros	L4IHV	550	G	CD	210	125	34½	40x2½	54x3	½
62	501	4.3	350	48.6	125–2200	H	C	A	7–2¾	13¾	CC	KP	Zen	M	AL	AL	D.Fu	GO	Spi	Shu 15692B12	Ros	Lw4IDV	600	G	CD	210	125	34¼	40x2½	54x3	½
63	753	5.1	505	76.4	240–2800	H	C	A	4–3½	9¼	FP	A1sF	Zen	V	DR	DR	dp.BL	GO	Spi	Tim 27452 A1	Ros	Ws4IA	558	G	CD	192	112	32	40x3	54x3½	½
64	207	5.45	147	26.3	60–3000	H	G	C	3–2¼	5½	PG	No	Car	M	DR	DR	P.Ow	Hr	Own	Own	Own	O4IM	170	p	4I	66½	32½	...	36x1¾	54x1¾	N
65	207	5.45	147	26.3	60–3000	H	G	C	3–2¼	5½	PG	No	Car	M	DR	DR	P.Ow	Hr	Own	Own	Own	O4IM	205	p	4I	86⅜	51½	36	36x1¾	54x1¾	N
66	207	5.45	147	26.3	60–3000	H	G	C	3–2¼	5½	PG	No	Car	M	DR	DR	P.Ow	Hr	Own	Own	Own	O4IM	205	p	4I	112⅜	77½	36	36x1¾	45x2½	N
67	200	4.7	125	24.0	49–2800	L	C	A	3–2¼	5½	FP	No	Zen	M	DR	DR	P.BB	Pe	Spi	Own 8F	Ros	L4IH	268	p	TX	96	53	34	38x2¼	50x2½	N
68	214	4.9	142	27.3	72–3200	L	C	A	4–2¾	6¾	FP	No	Zen	M	DR	DR	P.BB	Pe	Spi	Own 8F	Ros	L4IH	268	p	TX	96	55	34	38x2¼	50x2½	N
69	214	4.9	142	27.3	72–3200	L	C	A	4–2¾	6¾	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 30020H	Ros	L4IH	287	p	TX	Opt	Opt	34	38x2¼	50x2½	½
70	248	5.0	160	27.3	78–3200	L	C	C	7–2¾	10 A	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	327	a	TX	Opt	Opt	34	38x2¼	54x3	½
71	318	4.6	200	36.0	80–2700	L	C	C	7–2¾	11¾	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	345	a	TX	134	82	34	40x2½	54x3	½
72	318	4.6	200	36.0	80–2700	L	C	C	7–2¾	11¾	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	345	a	TX	134	82	34	40x2½	54x3	½
73	318	4.5	200	36.0	80–2700	L	C	C	7–2¾	11¾	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	660	a	TD	144	88	34	40x2½	54x3	½
74	318	4.5	200	36.0	80–2700	L	C	C	7–2¾	11¾	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	660	a	TD	144	97	34	40x2½	54x3	½
75	360	4.4	240	40.8	90–2500	L	C	C	7–2¾	11¾	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	768	a	TD	132	92	34	40x2½	54x3	½
76	383	4.5	236	43.3	95–2500	L	C	C	7–2¾	11¾	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 26450H	Ros	T4IHV	876	a	TD	162	109	34	46x3	60x3½	½
77	428	4.6	308	45.9	118–2600	H	C	C	7–2¾	13	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim27450TW	Ros	T4IA	921	a	TD	162	109	34	46x3	56x4	½
78	248	5.0	160	27.3	78–3200	L	C	C	7–2¾	10 A	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 30020H	Ros	L4IHV	380	p	TX	(3)	(3)	34	38x2¼	50x2½	½
79	318	4.6	200	36.0	80–2700	L	C	C	7–2¾	11¾	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IHV	452	a	TX	(3)	(3)	34	38x2¼	54x3	½
80	360	4.4	240	40.8	90–2500	L	C	C	7–2¾	11¾	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	578	a	TD	(3)	(3)	34	40x2½	54x3	½
81	428	4.6	308	45.9	118–2600	H	C	C	7–2¾	13	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	660	a	TD	(3)	(3)	34	40x2½	54x3	½
82	500	4.5	340	48.6	138–2500	H	C	A	7–2¾	13 A	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	768	a	TD	(3)	(3)	34	40x2½	54x3	½
83	611	4.5	384	54.1	127–2300	H	G	A	7–3	13¼	FP	No	Zen	M	DR	DR	dp.BL	Pe	Spi	Tim 26450W	Ros	Ws4IA	921	a	TD	(3)	(3)	34	46x3	60x3½	½
84	228	4.4	142	27.3	59–2800	L	G	C	7–2½	10¼	PC	No	Zen	M	DR	DR	P.BB	GO	Spi	Tim 30000H	Ros	L4IH	269	a	XF	106½	58½	34	40x2¼	54x2½	½
85	263	4.4	164	31.5	68–2800	L	G	A	7–2½	10¼	PC	No	Zen	M	DR	DR	P.BB	Pe	Spi	Tim 30000H	Ros	L4IH	269	a	XF	104½	56½	34	40x2¼	54x2½	½
86	282	4.4	176	33.7	73–2800	L	G	C	7–2½	10¼	PC	No	Zen	M	DR	DR	P.BB	Pe	Spi	Tim 31000H	Ros	L4IH	282	a	XF	130½	78½	33½	40x2¼	54x3	½
87	339	4.7	234	38.4	94–2800	L	G	C	7–2½	13¼	PC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	353	a	DF	121	70	33½	40x2¼	54x3	½
88	383	4.7	265	43.3	106–2800	L	G	C	7–2½	13¼	PC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	395	a	DF	131	79½	34	42x2½	56x3	½
89	383	4.7	265	43.3	106–2800	L	G	C	7–2½	13¼	PC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IH	484	a	DF	131	79½	34	42x2½	56x3	½
90	529	4.4	350	51.3	114–2200	L	G	A	7–3	12½	PC	Ha	Zen	M	AL	AL	P.BB	Mo	Spi	Tim 26450H	Ros	L4IH	692	a	DF	132	78	33	46x3	60x4	½
91	228	5.0	148	27.3	63–2800	L	G	C	7–2½	10¼	PC	No	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F212	Ros	L4IH	224	a	TX	93	51¼	34	42x2	50x2½	½
92	228	5.0	148	27.3	63–2800	L	G	C	7–2½	10¼	PC	No	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F212	Ros	L4IH	252	a	TX	93	51½	34	42x2	50x2½	½
93	228	5.0	148	27.3	63–2800	L	G	C	7–2½	10¼	PC	No	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F212	Ros	L4IH	252	a	TX	93	51½	34	42x2	50x2½	½
94	228	5.0	148	27.3	63–2800	L	G	C	7–2½	10¼	PC	No	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F212	Ros	L4IH	252	a	TX	96	54	34	42x2¼	53x2½	½
95	263	5.4	164	31.5	68–2800	L	G	A	7–2½	10¼	PC	No	Zen	M	AL	AL	P.BB.	Mo	Spi	Cla F308	Ros	L4IH	350	a	TX	126	72	34	42x2½	53x2½	½
96	228	5.0	148	27.3	63–2800	L	G	C	7–2½	10¼	PC	No	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F212	Ros	L4IH	335	a	TX	126	72	34	42x2½	53x2½	½
97	282	5.35	176	33.7	73–2800	L	G	A	7–2½	10¼	PC	No	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F308	Ros	L4IH	350	a	TD	126	72	34	42x2½	53x2½	½
98	263	5.4	164	31.5	68–2800	L	G	A	7–2½	10¼	PC	No	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F308	Ros	L4IH	35	a	TD	126	72	34	42x2½	53x2½	½
99	263	5.4	164	31.5	68–2800	L	G	A	7–2½	10¼	PC	No	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F308	Ros	L4IH	350	a	TD	126	72	34	42x2½	53x2½	½
100	339	5.0	232	38.4	103–2800	L	G	A	7–2½	13½	PC	Ha	Zen	M	AL	AL	P.BB.	GO	Spi	Cla F308	Ros	L4IHV	350	a	TD	117	74¾	34	45¼x2½	56x3	½
101	282	5.3	176	33.7	73–2800	L	G	A	7–2½	10¼	PC	Ha	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F308	Ros	L4IH	350	a	TD	126	72	34	42x2½	53x3	½
102	339	5.0	232	38.4	103–2800	L	G	A	7–2½	13¼	PC	Ha	Zen	M	AL	AL	P.BB	GO	Spi	Shu 15582B	Ros	L4IHV	408	a	TD	114	71¼	34	45¼x2½	56x3	½
103	339	5.0	232	38.4	103–2800	L	G	A	7–2½	13¼	PC	Ha	Zen	M	AL	AL	P.BB	GO	Spi	Cla F308	Ros	L4IHV	408	a	TD	117	74¾	34	45¼x2½	56x3	½
104	428	4.4	280	45.9	93–2200	L	G	C	7–3	14	PC	Ha	Zen	M	AL	AL	P.BL	GO	Spi	Shu 15582B	Ros	L4IHV	499	a	TD	120	79½	34	45¼x2½	56x3	½
105	384	5.0	258	43.3	107–2800	L	G	A	7–2¾	13¼	PC	Ha	Zen	M	AL	AL	P.BB	GO	Spi	Shu 15582B	Ros	L4IHV	499	a	TD	120	74½	34	45½x2½	56x3	½
106	501	4.4	330	48.6	110–2200	L	G	C	7–3	12½	PC	Ha	Zen	M	AL	AL	D.Co	GO	Spi	Shu 15682B	Ros	L4IHV	499	a	TD	138	89¼	34	46x3	56x3	½
107	529	4.4	350	51.3	114–2200	L	G	C	7–3	12½	PC	Ha	Zen	M	AL	AL	D.Co	GO	Spi	Shu 678–28	Ros	Ws 41A	552	a	TD	138	89¼	34	46x3	56x3½	½
108	529	4.4	350	51.3	114–2200	L	G	C	7–3	12½	PC	Ha	Zen	M	AL	AL	D.Co	GO	Spi	Shu 678–28	Ros	L4IHV	....	a	TD	138	89¼	34	46x3	56x3	½
109	707	..	455	60.0	148–2000	L	G	C	7–3½	17	PC	No	Zen	M	AL	AL	D.BL	GO	Spi	Shu 678–28	Ros	Ws 41A	....	a	TD	Opt	Opt	34	46x3	56x4	½
110	299	4.9	198	33.7	85–2800	L	G	C	4–2¾	9¼	PC	Mo	Til	M	AL	AL	D.BL	Pe	Blo	Tim 33000H	Ros	L4IHV	375	a	FD	120	77¼	34	42x2¼	50x3	½
111	190	5.5	130	23.4	70–3600	L	C	A	4–2¼	5	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	107	c	TX	52½	25⅛	44⅓	36x1½	53½x1½	N
112	201	5.8

Line Number	MAKE AND MODEL	GENERAL (See Keynote)						TIRE SIZE		MAJOR UNITS.									FRAME	
										ENGINE		TRANSMISSION		REAR AXLE						
		Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds	Aux. Location and Speeds	Make and Model	Gear and Type	Drive and Torque	GEAR RATIOS In High	GEAR RATIOS In Low	Side Rail Dimensions	Type
1	Dodge Bros. . KS32	1½–3	***	136	161	10500	2866	B6.00/20	P32x6	Own	6-3¾x4½	Own	U 4	Op	Own	SF	H	5.12	32.7	7x2½x¼	C
2	(Concluded) . . H33	1½–3	795	136	165	11000	3350	B7.00/20	DB7.00/20	Own	6-3¼x4½	Own	U 4	No	Own	SF	H	6.37	40.8	8x2¾x¼	C
3	. . . . . K35	1½–4	845	140	169	12500	3580	B6.50/20	DB6.50/20	Own	6-3½x4½	Own	U 5	Op	Own	SF	H	5.66	40.0	8x2¾x¼	C
4	. . . . . KZ35	1½–4	***	140	169	12500	3780	B7.00/20	DB7.00/20	Own	6-3¾x5	Own	U 5	Op	Own	SF	H	5.66	40.0	8x2¾x¼	C
5	. . . . . H43	2–3	795	136	165	11000	3350	B7.00/20	DB7.00/20	Own	6-3¼x4½	Own	U 5	No	Own	SF	H	6.37	46.0	8x2¾x¼	C
6	. . . . . K45	2–4	845	140	169	12500	3675	B7.00/20	DB7.00/20	Own	6-3¾x4½	Own	U 5	Op	Own	SF	H	5.66	40.0	8x2¾x¼	C
7	. . . . . KZ45	2–4	***	140	169	12500	3780	B7.00/20	DB7.00/20	Own	6-3¾x5	Own	U 5	Op	Own	SF	H	5.66	40.0	8x2¾x¼	C
8	. . . . . F40	2–4	1995	150	190	16000	5173	B6.50/20	DB6.50/20	Own	6-3¾x5	Own	U 4	Op	Own	SF	H	6.37	43.7	9¼x3¼x¼	C
9	. . . . . K40	2–5	***	150	190	19000	5344	P32x6	DP32x6	Own	6-3¾x5	Own	U 4	Op	Own	SF	H	6.37	43.7	9¼x3¼x¼	C
10	. . . . . (5) F-61	3–5½	2575	170	195	20000	5789	P32x6	DP32x6	Own	6-3¾x5	Own	U 4	Op	Own	2F	H	7.12	48.8	10x3¼x¼	C
11	. . . . . (5) K-61	3–6	***	170	195	22000	5789	P32x6	DP32x6	Own	6-3¾x5	Own	U 4	Op	Own	2F	H	7.12	48.8	10x3¼x¼	C
12	. . . . . G-80	4–8	5250	146	220	25000	7640	B9.75/20	DB9.75/20	Own	8-3½x5	Own	U 5	Op	Own	SF	H	7.71	62.7	10¼x3½x¼	C
13	Duplex. S3		3600	160	Op	15000	6000	B8.25/20	DB8.25/20	Bud K325	6-3¼x4¾	BL 2352	U 5	No	Tim 65200	WF	H	6.75	36.2	6x3½x¼	C
14	. . . . . SAC	4	4750	172	Op	18000	7400	B9.75/20	DB9.75/20	Bud K428	6-4½x4¾	BL 3353	U 5	No	Tim 75733	WF	R	8.50	81.0	7x3½x¼	C
15	. . . . . K	5	5200	172	Op	21000	8000	B10.50/20	DB10.50/20	Bud L525	6-4½x5½	BL 5351	U 5	No	Tim 76733	w2F	R	Opt	Opt	8x3½x¼	C
15	. . . . . M	5–7	7600	168	Op	28000	10000	P34x7	DS36x7	Bud GL6	6-4½x6	BL 70	A 7	No	Tim 68700	WF	R	Opt	Opt	9½x3½x¼	C
17	Esco. 234	2–2½	2860	165	205	15000	5900	B7.50/20	DB7.50/20	Con E603	6-4¼x4½	Cl 105R	U 5	No	Cla B642	BF	H	5.75	40.7	6x3x¼	C
18	Fageol 102	1½–2½	1350	148	172	11200	4000	B6.00/20	DB6.00/20	Wau ZK	6-3¾x4½	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.2	6x3x¼	C
19	. . . . . 135HP	2–3	2250	161	195	13400	5400	B7.50/20	DB7.50/20	Wau 6-90	6-3¾x4¾	BL 234	U 4	No	Tim 54200H	BF	H	6.8	43.6	6x3x¼	C
20	. . . . . 135RA	2–3	2400	161	195	15000	5600	B7.50/20	DB7.50/20	Wau 6-90	6-3¾x4¾	BL 234	U 4	No	Tim 56200H	BF	H	7.4	47.4	6x3x¼	C
21	. . . . . 135SC	2–3	2150	161	210	14700	5100	B7.50/20	DB7.50/20	Wau 6-90	6-3¾x4¾	BL 234	U 4	No	Tim 54200H	BF	H	6.8	43.6	6x3x¼	C
22	. . . . . 135TL	2–3	2150	161	195	13400	5250	B7.50/20	DB7.50/20	Wau 6TL	6-3¾x4¾	BL 234	U 4	No	Tim 54200H	BF	H	5.83	37.4	6x3x¼	C
23	. . . . . 250HP	2½–4	3000	178	196	16300	6500	B8.25/20	DB8.25/20	Wau 6-110	6-4x4¾	BL 524	U 4	No	Tim 56200H	BF	H	7.4	53.8	8x3x¼	T
24	. . . . . 250MS	2½–4	2700	178	196	16300	6175	B8.25/20	DB8.25/20	Wau 6MS	6-3¾x4¾	BL 524	U 4	No	Tim 56200H	BF	H	7.4	45.4	8x3x¼	T
25	. . . . . 250MK	2½–4	2750	178	196	16300	6200	B8.25/20	DB8.25/20	Wau 6MK	6-4¼x4¾	BL 334	U 4	No	Tim 56200H	BF	H	7.4	45.4	8x3x¼	T
26	. . . . . 250RA	2½–4	3150	178	196	19500	6700	B8.25/20	DB8.25/20	Wau 6-110	6-4x4¾	BL 524	U 4	No	Tim 58200H	BF	H	7.8	56.8	8x3x¼	T
27	. . . . . 250SC	2½–4	2925	178	230	17500	6200	B8.25/20	DB8.25/20	Wau 6-110	6-4x4¾	BL 524	U 4	No	Tim 56200H	BF	H	7.4	53.9	8x3x¼	T
28	. . . . . 300HP	3–5	3500	178	196	20700	7200	B9.00/20	DB9.00/20	Wau 6-110	6-4x4¾	BL 524	U 4	No	Tim 58200H	BF	H	7.8	56.8	8x3x¼	T
29	. . . . . 300RA	3–5	3775	178	196	25300	7700	B9.00/20	DB9.00/20	Wau 6-110	6-4x4¾	BL 524	U 4	No	Tim 65725H	WF	R	7.8	56.8	8x3x¼	T
30	. . . . . 370HP	5–6	5000	182	200	25300	9700	B9.75/20	DB9.75/20	Wau 6-125	6-4½x5½	BL 734	U 4	A 3	Tim 65725H	WF	R	5.7	120.	7½x3½x¼	C
31	. . . . . 370SR	5–6	4850	182	200	25300	9500	B9.75/20	DB9.75/20	Wau 6SRK	6-4½x5½	BL 734	U 4	A 3	Tim 65725H	WF	R	5.7	120.4	7½x3½x¼	C
32	. . . . . 370RA	5–6	5250	182	200	31000	9950	B9.75/20	DB9.75/20	Wau 6-125	6-4½x5½	BL 734	U 4	A 3	Tim66720DH	WF	R	5.5	116.	7½x3½x¼	C
33	. . . . . 470HP	6–7	5500	182	200	33500	10100	B9.75/20	DB9.75/20	Wau 6-125	6-4½x5½	BL 734	U 4	A 3	Tim66720DH	WF	R	5.5	116.	7½x3½x¼	C
34	Federal. . . . . DM		975	120	120	8000	3050	B6.00/20	P32x6	Con W10	4-3¼x4¼	WG T9	U 4	No	Cla B374	SF	H	5.67	38.2	6x2¾x¼	D
35	 15	1½	745	137	174	10000	3500	B6.00/20	P32x6	Her JXA	6-3¾x4¼	WG T9	U 4	No	Cla B374	SF	H	6.38	40.8	8½x2½x¼	T
36	. . . . . 15X	1½	645	137	174	10000	3500	B6.00/20	P32x6	Her JXA	6-3¾x4¼	WG T9	U 4	No	Cla B374	SF	H	6.38	40.8	8½x2½x¼	T
37	. . . . . 18X	2	845	137	187	11000	3800	P6.00/20	DB6.00/20	Her JXA	6-3¾x4¼	WG T9	U 4	No	Cla B484	SF	H	6.88	44.0	8½x2½x¼	T
38	 20	2	1095	137	187	12000	3900	B6.50/20	DB6.50/20	Her JXB	6-3¾x4¼	WG T9	U 4	No	Tim 54200H	BF	H	6.80	43.2	8½x2½x¼	T
39	 25	2½	1395	137	201	14000	4500	B7.00/20	DB7.00/20	Her JXC	6-3¾x4¼	Cla R110	U 5	No	Cla B640	SF	H	6.38	45.2	8½x2½x¼	T
40	. . . . . T3W	2½	1595	148	185	14000	5110	P32x6	P36x8	Wau V	4-4x5	Own 7754	A 4	No	Tim 64603H	W½	R	7.25	36.3	6x3½x¼	C
41	. . . . . T3WFA	2½–3	1795	148	185	16000	5400	P32x6	DP32x6	Wau V	4-4x5	Own 7754	A 4	No	Tim 65001H	WF	R	8.75	43.8	6x3½x¼	C
42	 30	2½–3	2095	175	237	16000	6050	B8.25/20	DB8.25/20	Wau 6MS	6-3¾x4¾	Cla R108	U 5	No	Cla B642	SF	H	6.43	45.5	10x3½x¼	T
43	 40	3½–4	2490	175	237	19000	6550	B9.00/20	DB9.00/20	Wau 6MK	6-4½x4¾	Cla R908	U 5	No	Tim 58200H	BF	H	6.83	55.5	10x3½x¼	T
44	. . . . . 40DR	3½–4	2615	175	237	19000	6550	B9.00/20	DB9.00/20	Wau 6MK	6-4½x4¾	Cla R908	U 5	No	Tim 75200H	2F	H	7.0	56.9	10x3½x¼	T
45	. . . . . T10B	3½–4	2550	165	230	19000	6645	P34x7	DP34x7	Con 18R	6-4x4½	Own 7784	A 4	No	Tim 58200H	SF	R	6.83	44.5	7½x3½x¼	C
46	. . . T10DR-T10W	3½–4	2685	165	230	19000	6645	P34x7	DP34x7	Con 18R	6-4x4½	Own 7784	A 4	No	Tim 65200H	w 2F	R	6.75	44.0	7½x3½x¼	C
47	. . . . . A600T	3–3½	2045	157	206	17000	6100	B8.25/20	DB8.25/20	Con E601	6-3⅞x4½	Own 7784	A 4	No	Tim 58000H	SF	H	7.8	50.8	6x3½x¼	P
48	. . A600TDR-A600TW	3–3½	2180	157	206	17000	6100	B8.25/20	DB8.25/20	Con E601	6-3⅞x4½	Own 7784	A 4	No	Tim 65001H	w/2F	H	7.5	48.9	6x3½x¼	P
49	. . . . . U6-U6DR	4½–5	3860	165	230	22000	7420	P36x8	DP36x8	Con 20R	6-4½x4¾	Cla B 710	A 5	No	Tim 65706H	w/2F	R	7.75	50.4	7½x3½x¼	C
50	. . . . . C7-C7W	6	4710	195	249	26000	9550	B9.75/20	DB9.75/20	Con 21R	6-4¾x4¾	Cla B 710	A 5	No	Tim 76736H	w/2F	R	7.89	51.3	7¾x3½x¼	P
51	. . . . . C8-C8W	6	5120	195	249	26000	9650	B9.75/20	DB9.75/20	Con 21R	6-4¾x4¾	Cla B 710	A 5	No	Tim 76736W	w/2F	R	7.89	51.3	7¾x3½x¼	P
52	. . . . . X8DR-X8	7½	4335	162	186	30000	9750	S36x6	S40x14	Con B7	4-5x6	Cla B 710	A 5	No	Tim 68700DP	w/2F	R	11 7	76.0	9½x3½x¼	C
53	. . . . . X8RDR-X8R	7½	4735	162	186	30000	10475	P40x8	DP40x8	Con 21R	6-4¾x4¼	Cla B 710	A 5	No	Tim 68702DP	w/2F	R	11 .7	76.0	9½x3½x¼	C
54	Ford Comm. . . .	3950Lb.	335	112	112	. . . . .	1650	B5.50/17	B5.50/17	Own	4-3⅛x4¼	Own	U 3	No	Own	SF¼	U	4.11	11.6	6x1¾x.105	C
55	. . . . . Truck (14)	1½	470	131	131	. . . . .	2770	B6.00/20	P32x6	Own	4-3⅛x4¼	Own	U 4	No	Own	SF¼	U	6.6	42.2	7x2¾x¼	C
56	. . . . . Truck (14)	1½	490	157	157	. . . . .	2880	B6.00/20	P32x6	Own	4-3⅛x4¼	Own	U 4	No	Own	SF¼	U	6.6	42.2	7x2¾x¼	C
57	. . . . . Truck (14)	1½	500	131	131	. . . . .	2858	B6.00/20	P32x6	Own	8-3⅛x3¾	Own	U 4	No	Own	SF¼	U	6.60	42.2	7x2¾x¼	C
58	. . . . . Truck (14)	1½	520	157	157	. . . . .	2968	B6.00/20	P32x6	Own	8-3⅛x3¾	Own	U 4	No	Own	SF¼	U	6.60	42.2	7x2¾x¼	C
59	. . . . . Comm.	3950Lb.	360	112	112	. . . . .	1730	B5.50/17	B5.50/17	Own	8-3⅛x3¾	Own	U 3	No	Own	SF¼	U	4.11	11.5	6x1¾x.105	C
60	General Mot. (6)	T18 1½–2	645	131	157	8500	3130	P30x5	P32x6	Own 221	6-3⅛x4⅝	Own	U 4	No	Own	S1½	U	5.43	35.7	7x2½x¼	T
61	. . . . . T-18	1½–2	625	140	164	9500	3190	P30x5	P32x6	Own 221	6-3⅛x4⅝	Own	U 4	No	Own	SF	H	5.67	37.3	7x2½x¼	T
62	. . . . . T23	2–3	795	131	166	10500	3420	B6.50/20	DB6.50/20	Own 221	6-3⅛x4⅝	Own	U 4	Op	Own	SF	H	5.67	37.3	7x2½x¼	T
63	. . . . . T-23	2–3	795	140	164	11000	3480	B6.50/20	DB6.50/20	Own 221	6-3⅛x4⅝	Own	U 4	No	Own	SF	H	5.67	37.3	7x2½x¼	T
64	. . . . . T-33L	2–3	1160	142	184	12500	4320	B6.50/20	DB6.50/20	Own 221	6-3⅛x4⅝	Own	U 4	No	Own	SF	H	5.63	37.0	8x3x¼	T
65	. . . . . T-33	3–3½	1395	142	184	14000	4470	P32x6	DP32x6	Own 257	6-3⅛x4⅝	Own	U 4	No	Own	SF	H	5.63	35.5	8x3x¼	T
66	. . . . . (c.o.e.) T-73	3–3½	2995	94	142	15000	6805	P34x7	DP34x7	Own 257	6-3⅛x4⅝	Own	U 5	No	Own	SF	H	5.63	34.6	8x3½x¼	L
67	. . . . . T43	3½–4½	1525	142	184	16000	4935	P32x6	DP32x6	Own 257	6-3⅛x4⅝	Own	U 4	Op	Own	SF	H	6.57	41.4	8x3x¼	T
68	. . . . . T-43	3½–4½	1595	142	184	16000	4955	P32x6	DP32x6	Own 257	6-3⅛x4⅝	Own	U 4	No	Own	SF	H	6.57	41.4	8x3x¼	T
69	. . . . . (T) T-43T	3–4	1995	145	169	29200	5255	P32x6	DP32x6	Own 331	6-3¾x5	Own	U 4	No	Own	SF	H	6.57	40.6	8x3x¼	T
70	. . . . . T51	4–5½	2480	155	200	19000	6090	P34x7	DP34x7	Own 331	6-3¾x5	Own	U 4	No	Own	SF	R	6.57	40.6	9x3½x¼	TL
71	. . . . . T-51	4–5½	2480	155	200	19000	6110	P34x7	DP34x7	Own 331	6-3¾x5	Own	U 4	No	Own	SF	R	6.57	40.6	9x3½x¼	TL
72	. . . . . T-51	4–5½	2775	145	193	20000	6960	P34x7	DP34x7	Own 331	6-3¾x5	Own	U 4	No	Own	SF	R	6.57	40.6	9x3½x¼	L
73	. . . . . T-51W	5–6½	2700	154	200	22000	7110	P34x7	DP34x7	Own 331	6-3¾x5	Own	U 4	Op	Own	WF	R	8.50	52.5	9x3½x¼	TL
74	. . . . . T-51W	5–6½	2895	145	193	23000	7815	P34x7	DP34x7	Own 331	6-3¾x5	Own	U 4	Op	Own	WF	R	8.50	52.5	9x3½x¼	L
75	. . . . . T-51H	5–6½	2800	154	200	22000	7010	P34x7	DP34x7	Own 331	6-3¾x5	Own	U 4	No	Own	2F	R	8.50	52.5	9x3½x¼	TL
76	. . . . . T-51H	5–6½	3095	145	193	23000	7745	P34x7	DP34x7	Own 331	6-3¾x5	Own	U 4	Op	Own	2F	R	8.50	52.5	9x3½x¼	L
77	. . . . . (c.o.e.) T-75	5–6½	4995	94	160	24000	9360	B9.75/20	DB9.75/20	Own 331	6-3¾x5	Own	U 5	No	Own	2F	R	8.50	56.4	9x4x¼	L
78	. . . . . T61	5–6½	3710	154	200	22000	7380	B9.00/20	DB9.00/20	Own 400	6-4⅛x5	Own	U 5	Op	Own	WF	R	8.50	56.4	9x3½x¼	TL
79	. . . . . T-61	5–6½	3710	154	200	22000	7510	B9.00/20	DB9.00/20	Own 400	6-4⅛x5	Own	U 5	Op	Own	WF	R	8.50	56.4	9x3½x¼	TL
80	. . . . . T-61	5–6½	4095	145	193	23000	8390	B9.00/20	DB9.00/20	Own 400	6-4⅛x5	Own	U 5	Op	Own	2F	R	8.64	57.3	9x3½x¼	L
81	. . . . . T83	5–7½	4205	155	201	25000	7765	B9.00/20	DB9.00/20	Own 400	6-4½x5	Own	U 5	Op	Own	WF	R	9.00	59.7	9x3½x¼	TL
82	. . . . . T-83	5–7½	4205	155	201	25000	7990	B9.00/20	DB9.00/20	Own 400	6-4½x5	Own	U 5	Op	Own	WF	R	9.00	59.7	9x3½x¼	TL
83	. . . . . T-83	5–7½	4985	145	193	26000	8740	B9.00/20	DB9.00/20	Own 400	6-4½x5	Own	U 5	Op	Own	2F	R	8.50	56.4	9x3½x¼	L
84	. . . . . T-84	7–9	5260	145	193	30000	8890	B9.75/20	DB9.75/20	Own 450	6-4½x5	Own	U 5	Op	Own	2F	R	8.50	56.4	9x3½x¼	L
85	. . . . . (c.o.e.) T-78	7–9	5995	94	160	30000	10505	B10.50/22	DB10.50/22	Own 400	6-4½x5	Own	U 5	No	Own	2F	R	8.50	56.4	9x4x¼	L
86	. . . . . T-848X	7½	5175	204	204	25000	9850	B10.50/20	DB10.50/20	Own 400	6-4½x5	Own	U 4	No	Own	2F	R	10.1	64.2	9x3½x¼	L
87	. . . . . T85	6–8	5600	171	204	30000	10630	B9.75/20	DB9.75/20	Own 525	6-4¼x5½	Own	U 4	Op	Own	2F	R	8.50	53.3	9x4x¼	L
88	. . . . . T85H	8–9½	6195	171	204	34000	11060	B9.75/20	DB9.75/20	Own 525	6-4¼x5½	Own	U 4	Op	Own	2F	R	9.30	58.3	9x4x¼	L
89	. . . . . T110	10–12	8110	171	204	40000	12800	B10.50/24	DB10.50/24	Own 616	6-4¾x5½	Own	U 4	A 3	Own	2F	R	9.30	116.	9x4x¼	L
90	Gramm. AX4	1–1½	795	131	180	10000	3350	B6.00/20	B6.50/20	Con W10	4-3⅛x4¼	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.3	6x2¾x¼	C
91	. . . . . AX6	1–1½	895	131	180	10000	3550	B6.00/20	B6.50/20	Con 25A	6-3½x4	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.3	6x2¾x¼	C
92	. . . . . BX4	1½–2	895	131	210	11200	3525	B6.00/20	DB6.00/20	Con W10	4-3⅞x4¼	WG T9	U 4	No	Tim 53200H	BF	H	6.2	39.6	6x2¾x¼	L
93	. . . . . BX6	1½–2	995	131	210	11200	3725	B6.00/20	DB6.00/20	Con 25A	6-3½x4	WG T9	U 4	No	Tim 53200H	BF	H	6.2	39.6	6x2¾x¼	L
94	. . . . . BXF	1½–2	1495	131	210	11200	4000	B6.00/20	DB6.00/20	Lyc ASD	6-3¾x4½	BL 314	U 4	No	Tim 53200H	BF	H	5.6	37	6x2¾x¼	L
95	. . . . . B	1½	1295	140	196	12000	4150	B6.50/20	DB6.50/20	Lyc 48L	6-3¾x4½	WG T9	U 4	No	Tim 54200H	BF	H	5.83	37.1	6x2½x¼	L
96	. . . . . BF	2–3	1695	140	210	12000	4300	B6.50/20	DB6.50/20	Lyc A D	6-3¾x4½	BL 314	U 4	No	Tim 54200H	BF	H	5.8	37.1	6x2½x¼	C
97	. . . . . CX4	2–3	1095	131	210	13400	3950	B6.50/20	DB6.50/20	C n W20	4-4½x4¼	WG T9	U 4	No	Tim 54200H	BF	H	5.8	37.0	10x2¾x¼	B
98	. . . . . CX6	2–3	1295	131	210	13400	4150	B6.50/20	DB6.50/20	Con 20C	6-3½x4⅝	WG T9	U 4	No	Tim 54200H	BF	H	5.8	37.0	10x2¾x¼	B
99	 C	2–3	1795	160	224	14000	4820	B7.00/20	DB7.00/20	Lyc AS	6-3¾x4½	BL 314	U 4	No	Tim 54200 H	BF	H	5.8	37.1	7x2½x¼	C
100	. . . . . CXB	2–3	1345	131	210	13400	4300	B6.50/20	DB6.50/20	Her JXC	6-3¾x4¼	BL 234	U 4	No	Tim 54200H	BF	H	5.8	37.0	10x2¾x¼	C
101	. . . . . CF	2–3½	1895	160	224	14000	4900	B7.50/20	DB7.50/20	Lyc ASD	6-3¾x4½	BL 314	U 4	No	Tim 54200H	BF	H	5.8	37.1	7x2½x¼	C
102	. . . . . CXF	2–3½	2395	160	224	14000	5100	B7.50/20	DB7.50/20	Con 20R	6-4¼x4¾	BL 554	U 4	No	Tim 54200H	BF	H	5.8	41.6	7x2½x¼	C
103	. . . . . D	2½–4	1995	160	224	17000	5100	B7.50/20	DB7.50/20	Lyc ASD	6-3¾x4½	BL 314	U 4	No	Tim 56200H	BF	H	6.1	39.0	7x2½x¼	C
104	. . . . . DF	2½–4	2695	160	260	17000	5300	B7.50/20	DB7.50/20	Con 21R	6-4¾x4¾	BL 554	U 4	No	Tim 56200H	BF	H	6.1	43.5	7x2½x¼	C
105	. . . . . EX	3–4	2295	160	224	16300	5200	B8.25/20	DB8.25/20	Con E601	6-3⅞x4½	BL 324	U 4	No	Tim 56200H	BF	H	6.1	43.5	7x2½x¼	C
106	. . . . . E330	3–4½	2595	160	224	20700	5950	B8.25/20	DB8.25/20	Lyc TS	6-3⅞x5	BL 554	U 4	No	Tim 58200H	BF	H	5.5	35.6	12x2½x¼	P
107	. . . . . ED	3–4½	3995	160	224	20700	6100	B8.25/20	DB8.25/20	Cum Die	4-4⅞x6	BL 554	U 4	No	Tim 58200H	BF	H	5.5	35.6	12x2½x¼	P
108	. . . . . EY190	3	3595	190	190	16000	6750	B7.50/20	DB7.50/20	Con 20R	6-4¼x4¾	Co Rus4	U 4	No	Tim 58200H	BF	H	4.5	29.1	8¾x3¼x¼	L
109	. . . . . GY	4	4345	190	210	18000	7700	B8.25/20	DB8.25/20	Con 21R	6-4¾x4¾	Co Rus	U 4	No	Wis 69317H	2F	H	4.3	27.9	8¾x3¼x¼	L
110	. . . . . G	4–6	3695	150	225	24000	7950	B9.00/20	DB9.00/20	Con 21R	6-4¾x4¾	BL 554	U 4	No	Wis 1237H	2F	H	6.8	49.0	12x2½x¼	P
111	. . . . . GF	4–6	5500	150	225	24000	9050	B9.75/20	B9.75/20	Her HXC	6-5¼x6	BL 744	U 4	No	Wis 1237H	2F	H	4.29	15.8	12x2½x¼	P
112	. . . . . GW	5–7½	5175	157	240	28000	9500	B9.00/20	DB9.00/20	Con 21R	6-4¾x4¾	BL 554	U 4	No	Wis 1627KW	2F	H	6.3	41.0	7½x3¼x¼	P
113	. . . . . GWD	5–7½	6495	157	240	30000	10000	B10.50/20	D10.50/20	Cum H Die.	6-4⅞x6	BL 735	U 5	No	Wis 1737KW	2F	H	5.75	21.2	12x3x¼	P
114	. . . . . HY	5	6595	210	236	22000	10100	B9.00/20	DD9.00/20	Con 16H	6-4¾x5¼	Fu HU16	U 4	No	Wis12527KW	2F	H	4.0	25.2	8¾x3¼x¼	L
115	G.-P. . . . . (7) 635	2–3	1445	154	160	15000	3650	B7.00/20	DB7.00/20	Lyc 8B	6-3½x4½	Fu MKU	U 4	No	Tim 53200H	SF	H	6.3	42.9	9x⅛x3	TL
116	 645	2½–3½	2425	154	175	18000	5775	B8.25/20	DB8.25/20	Wa 6-90-255	6-3¾x4¾	Fu 5A380	U 5	No	Tim 58200H	SF	H	6.5	47.8	10x3½x¼	TL
117	. . . . . (7) 665	3½–5	4170	162	179	20000	7600	B9.00/20	DB9.00/20	Wa6-110-358	6-4x4¾	Fu 5A380	U 5	No	Wis 70000L	2F	R	8.0	56.0	12x3½x¼	TL
118	. . . . . (7) 675	5–7	5445	162	179	25000	9450	B9.75/20	DB9.75/20	Wa6-125-462	6-4¼x5½	Fu 5A530	U 5	No	Wis 1337H	2F	R	8.6	61.0	14x3½x¼	TL
119	Hendrickson. . . . 158	2½	2600	Op	Op	15000	6000	B8.25/20	DB8.25/20	Wau 6-90	6-3½x4¾	Fu 5A38	U 5	No	Tim 54200H	SF	H	Opt	Opt	8x3x¼	C
120	 198	3	3100	Op	Op	19000	6500	B9.00/20	DB9.00/20	Wau 6-110	6-4x4¼	Fu 5A38	U 5	No	Tim 58200H	SF	H	Opt	Opt	8x3x¼	C
121	 248	4	3600	Op	Op	24000	8200	B9.75/20	DB9.75/20	Wau 6-110	6-4x4¼	Fu 5A38	U 5	No	Tim 75733H	w/2	R	Opt	Opt	8x3x¼	P
122	 328	5	4200	Op	Op	32000	10600	B9.75/20	DB9.75/20	Wau 125	6-4¾x5½	Fu 5A53	U 5	No	Tim 76733H	w/2	R	Opt	Opt	8x3x¼	P
123	Hug. . . . . (Cont.) 23	2	1785	146	191	12310	5510	B7.00/20	DB7.00/20	Bud H298	6-3¾x4½	Fu MLU	U 4	No	Cla B611	SF	H	5.66	36.0	8x3x¼	T

Line Number	ENGINE DETAILS: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetors Make	FUEL SYST.: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make, Location Type, Operation	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	BRAKES: Hand Location, Type	BODY MOUNTING DATA: Cab to Rear of Frame	BODY MOUNTING DATA: Cab to Rear Axle	BODY MOUNTING DATA: Width of Frame	SPRINGS: Front	SPRINGS: Rear	Auxiliary Type
1	242	5.4	170	27.3	85-3200	L	C	A	4-2½	6¼	CC	MoHa	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	176	a	TX	99⅜	51⅞	34	36x1¾	48x2¼	N
2	217	5.1	148	25.3	77-3200	L	C	S	4-2¼	5.34	CC	Ha	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	230	a	TX	87⅛	51⅓	37	39x2	48x2½	½
3	242	5.4	170	27.3	85-3200	L	C	A	4-2½	6¼	CC	MoHa	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	232	a	TX	91⅞	55⅞	34	39x2	48x2½	½
4	309	4.7	200	31.5	96-3000	L	G	S	7-2⅝	11¾	CC	Mo	Det	M	DR	DR	P.BB	Lo	Own	Own	Own	O4IH	232	a	TX	91⅞	55⅞	34	39x2	48x2½	½
5	217	5.1	148	25.3	77-3200	L	C	S	4-2¼	5.34	CC	Ha	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	230	a	TX	87⅛	51⅓	37	39x2	48x2½	½
6	242	5.4	170	27.3	85-3200	L	C	A	4-2½	6¼	CC	MoHa	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	232	a	TX	91⅞	55⅞	34	39x2	48x2½	½
7	309	4.7	200	31.5	98-3000	L	G	S	7-2⅝	11¾	CC	Mo	Det	M	DR	DR	P.BB	Lo	Own	Own	Own	O4IH	232	a	TX	91⅞	55⅞	34	39x2	48x2½	½
8	309	4.7	200	31.5	98-3000	L	G	S	7-2⅝	11¾	CC	Mo	Det	M	DR	DR	P.BB	Lo	Own	Own	Jac	O4IH	348	a	CD	124⅜	69¾	33⅜	42x3	56½x3½	½
9	309	4.7	200	31.5	98-3000	L	G	S	7-2⅝	11¾	CC	Mo	Det	M	DR	DR	P.BB	Lo	Own	Own	Jac	O4IH	348	a	CD	124⅜	69¾	33⅜	42x3	56½x3½	½
10	309	4.7	200	31.5	98-3000	L	G	S	7-2⅝	11¾	CC	Mo	Det	M	DR	DR	P.BB	Lo	Own	Own	Jac	O4IH	416	a	CD	99¾	65¾	34	42x3	56x3¼	½
11	309	4.7	200	31.5	98-3000	L	G	S	7-2⅝	11¾	CC	Mo	Det	M	DR	DR	P.BB	Lo	Own	Own	Jac	O4IH	416	a	CD	99¾	65¾	34	42x3	56x3¼	½
12	385	5.0	260	39.2	115-3000	L	G	S	9-2¾	13	CC	Mo	Str	M	DR	DR	P.BB	Lo	Own	Own	Jac	O4IH	600	a	CD	99⅜	65⅜	34	42x3	56x3½	½
13	330	4.5	213	33.7	61-2100	L	G	C	7-3⅝	9⅛	FP	No	Str	P	AL	AL	D.BL	Mo	Cle	Shu 5510	Ros	L4IHV	665	a	TD	Opt	80	34	39x2½	50x2½	N
14	428	4.5	280	45.9	102-2400	L	G	C	7-3⅝	9⅛	FP	No	Str	P	AL	AL	D.BL	Yo	Cle	Shu 5550	Ros	L4IHV	775	a	TD	Opt	80	34	39x2½	52x3	½
15	525	4.5	348	48.6	111-2200	L	G	C	7-3	11½	FP	Mo	Str	P	AL	AL	D.BL	Yo	Cle	Shu 637	Ros	L4IHV	855	a	TD	Opt	80	34	39½x3	52x3½	½
16	572	4.5	358	48.6	105-2200	L	G	C	4-3	10⅛	FP	Mo	Str	V	AL	AL	D.BL	Mo	Cle	Shu 655	Ros	T2IA	495	a	....	Opt	89	38½	42x3	56x4	N
17	382	4.6	250	43.3	95-2500	L	G	N	7-2½	12⅛	CC	Ha	Zen	M	DR	DR	P.BB	Yo	Spi	Cla F308	Ros	L4IHV	350	a	TX	136¾	82	34	40½x3	55½x3	½
18	222	4.9	142	27.3	62-2800	L	G	A	4-2⅜	6½	FP	No	Zen	M	DR	DR	P.Lo	Pe	Blo	Tim 30010H	Ros	L4IH	257	G	TX	132	77¾	34	32¾x2	50x2½	½
19	255	5.3	182	27.3	90-3200	F	G	A	4-2¼	7⅛	FP	Wa	Zen	M	MY	DR	P.BL	Pe	Blo	Tim 31000H	Ros	L4IH	306	G	TX	144	83⅓	34	37x2½	56x3	½
20	255	5.3	182	27.3	90-3200	F	G	A	4-2⅜	7⅛	FP	Wa	Zen	M	MY	DR	P.BL	Pe	Blo	Tim 31000H	Ros	L4IH	355	G	TX	144	83⅓	34	37x2½	56x3	½
21	255	5.3	182	27.3	90-3200	F	G	A	4-2¼	7⅛	FP	Wa	Zen	M	MY	DR	P.BL	Pe	Blo	Tim 33020H	Ros	L4IH	306	G	TX	144	83⅓	34	37x2½	56x3	½
22	255	5.1	170	27.3	68-2500	L	G	A	4-2⅜	7⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 31000H	Ros	L4IH	306	G	TX	144	83⅓	34	37x2½	56x3	½
23	358	5.2	254	38.4	110-2800	F	G	A	7-2⅛	12½	FP	Wa	Zen	M	MY	DR	P.BL	Pe	Blo	Tim 33020H	Ros	L4IHV	355	G	FD	167¼	97⅛	34	41x2½	56x3	½
24	315	4.6	200	33.7	70-2200	L	G	A	7-2⅜	12½	FP	No	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 33020H	Ros	L4IHV	355	G	TX	167⅛	97⅛	34	41x2½	56x3	½
25	381	4.4	240	40.8	82-2200	L	G	A	7-2⅜	12½	FP	No	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 33020H	Ros	L4IHV	355	G	TX	167⅛	97⅛	34	41x2½	56x3	½
26	358	5.2	254	38.4	110-2800	F	G	A	7-2⅛	12½	FP	Wa	Zen	M	MY	DR	P.BL	Pe	Blo	Tim 33020H	Ros	L4IHV	398	G	FD	167⅛	97⅛	34	41x2½	56x3	½
27	358	5.2	254	38.4	110-2800	F	G	A	7-2⅛	12½	FP	Wa	Zen	M	MY	DR	P.BL	Pe	Blo	Tim 35020H	Ros	L4IHV	355	G	FD	168⅛	97⅛	34	41x2½	56x3	½
28	358	5.2	254	38.4	110-2800	F	G	A	7-2⅛	12½	FP	Wa	Zen	M	MY	DR	P.BL	Pe	Blo	Tim 35020H	Ros	L4IHV	398	G	FD	167⅛	97⅛	34	41x2½	60½x3½	½
29	358	5.2	254	38.4	110-2800	F	G	A	7-2⅛	12½	FP	Wa	Zen	M	MY	DR	P.BL	Pe	Blo	Tim 35020H	Ros	L4IHV	484	G	FD	167⅛	97⅛	34	41x2½	60½x3½	½
30	462	5.2	324	46.0	125-2600	F	G	A	7-3	13⅜	FP	Wa	Zen	M	MY	DR	P.BL	Pe	Blo	Tim 35000H	Ros	L4IHV	484	G	FD	172⅞	101⅝	33½	41x3	60½x3½	½
31	517	4.5	340	51.3	108-2000	L	G	A	7-3	13⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 35000H	Ros	L4IHV	484	G	FD	172⅞	101⅝	33½	41x3	60½x3½	½
32	462	5.2	324	46.0	125-2600	F	G	A	7-3	13⅜	FP	Wa	Zen	M	MY	DR	P.BL	Pe	Blo	Tim 35000H	Ros	L4IHV	663	G	FD	172⅞	101⅝	33½	41x3	60½x3½	½
33	462	5.2	324	46.0	125-2600	F	G	A	7-3	13⅜	FP	Wa	Zen	M	My	DR	P.BL	Pe	Blo	Tim 26450H	Ros	L4IHV	717	G	FD	172⅞	101⅝	33½	41x3	60½x3½	½
34	200	4.7	126	24.0	50-2700	L	C	A	3-2⅛	5⅞	CC	KP	Car	M	DR	DR	P.BB	Lo	Spi	Cla F212	Ge	L4IH	200	a	TX	....	....	34	38½x2¼	50x2½	N
35	228	4.7	149	27.3	62-2600	L	G	C	7-2½	10⅛	PC	Mo	Car	M	DR	DR	P.BB	Lo	Spi	Cla F212	Ge	L4IH	250	a	TX	101	51⅛	34	38x2½	50x2½	N
36	228	4.7	149	27.3	62-2600	L	G	A	7-2½	10⅛	PC	No	Car	M	DR	DR	P.BB	Lo	Spi	Cla F212	Ge	L4IH	250	a	TX	101	51⅛	34	38x2½	50x2½	N
37	228	4.7	149	27.3	62-2600	L	G	A	7-2½	10⅛	PC	No	Car	M	DR	DR	P.BB	Lo	Spi	Cla F212	Ge	L4IH	260	a	TX	101	51⅛	34	38x2½	50x2½	½
38	383	5.4	164	31.5	67-2600	L	G	A	7-2½	10⅛	PC	Mo	Car	M	DR	DR	P.BB	Lo	Spi	Tim 31020H	Ge	L4IH	269	a	TX	101	51⅛	34	38x2½	50x2½	½
39	282	5.4	176	33.7	72-2600	L	G	A	7-2½	10⅛	PC	Mo	Car	M	DR	DR	P.BB	Lo	Spi	Cla F308	Ge	L4IH	336	a	TD	101	51⅛	34	38x2½	50x3	½
40	251	4.1	162	25.6	50-2000	L	G	C	3-2⅜	7½	CC	Wa	Zen	V	DR	DR	P.BB	Lo	PS	Own 7720	Ros	L4IH	337	a	TI	119	71	34	38x2¼	52x3	½
41	251	4.1	162	25.6	50-2000	L	G	C	3-2⅜	7½	CC	Wa	Zen	V	DR	DR	P.BB	Lo	PS	Own 7720	Ros	L4IHV	379	a	TI	119	71	34	38x2¼	51⅛x3	½
42	315	5.0	200	33.8	73-2500	L	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi	Cla F320	Ge	L4IHV	336	a	FD	115	82	34	42x2½	52x3	½
43	381	4.8	240	40.8	85-2400	L	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi	Cla F320	Ros	L4IHV	379	a	FD	115	82	34	42x2½	52x3	½
44	381	4.8	240	40.8	85-2400	L	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi	Cla F320	Ros	L4IHV	379	a	FD	115	82	34	42x2½	52x3	½
45	339	4.2	212	38.4	80-2200	H	C	C	7-2¾	13⅛	CC	KP	Zen	M	DR	DR	P.BB	Lo	PS	Own 7738	Ros	L4IHV	379	a	TI	117	79	34	42x2½	54x3	½
46	339	4.2	212	38.4	80-2200	H	C	C	7-2¾	13⅛	CC	KP	Zen	M	DR	DR	P.BB	Lo	PS	Own 7738	Ros	L4IHV	379	a	TI	117	79	34	42x2½	54x3	½
47	318	4.6	202	36.0	80-2500	L	G	C	7-2⅝	12⅜	CC	KP	Zen	M	DR	DR	P.BB	Lo	PS	Cla F318	Ros	L4IHV	379	a	TI	113	71	34	40x2¼	52x3	½
48	318	4.6	202	36.0	80-2500	L	G	C	7-2⅝	12⅜	CC	KP	Zen	M	DR	DR	P.BB	Lo	PS	Cla F318	Ros	L4IHV	379	a	TI	113	71	34	40x2¼	52x3.	½
49	381	4.2	237	40.8	85-2200	H	C	C	7-2¾	13⅛	CC	KP	Zen	M	DR	DR	P.BB	Lo	Spi	Own 7720	Ros	L4IHV	465	a	TD	117	79	34	42x2½	54x3	½
50	428	4.2	308	45.9	114-2200	H	C	C	7-2¾	13⅛	CC	KP	Zen	M	DR	DR	P.BL	Lo	Spi	Tim 36020H	Ha	L4IHV	513	a	TD	162	102	34	42x3	56x3½	½
51	428	4.2	308	45.9	114-2200	H	C	C	7-2¾	13⅛	CC	KP	Zen	M	DR	DR	P.BL	Lo	Spi	Tim 36020W	Ha	W4IA	623	a	TD	162	102	34	42x3	56x3½	½
52	471	3.7	288	40.0	61-1350	L	G	C	3-2⅝	11¼	FP	Pe	Zen	V	AB	DR	P.BB	Lo	PS	Own 5008	Ge	T2IMV	568	a	RI	151	87	38	44x3	56x3½	½
53	428	4.2	308	45.9	114-2200	H	G	C	7-2¾	13⅛	CC	KP	Zen	M	DR	DR	P.BL	Lo	PS	Own 5008	Ros	T2IMV	458	a	RI	151	87	38	44x3	56x3½	½
54	200	4.6	128	24.0	50-2800	L	G	A	3-2	7	PS	Ha	Zen	P	Ow	Ow	P.Ow	Ow	Spi	Own	Own	O4IM	186	a	4I	....	....	34	31⅞x1¾	44½x2¼	N
55	200	4.6	128	24.0	50-2800	L	G	A	3-2	7	PS	Ha	Zen	P	Ow	Ow	P.Lo	Ow	Spi	Own	Own	O4IM	344	a	2I	94⅛	51⅛	38	33x2¼	50x2½	O
56	200	4.6	128	24.0	50-2800	L	G	A	3-2	7	PS	Ha	Zen	P	Ow	Ow	P.Lo	Ow	Spi	Own	Own	O4IM	344	a	2I	120⅛	76⅛	38	33x2¼	50x2½	O
57	220	5.5	148	30.0	81-3800	L	G	A	3-2	5⅛	PS	Mo	Det	P	Ow	Ow	P.Lo	Ow	Spi	Own	Own	O4IM	344	a	2I	109⅛	51⅞	38	33x2¼	50x2½	O
58	220	5.5	148	30.0	81-3800	L	G	A	3-2	5⅛	PS	Mo	Det	P	Ow	Ow	P.Lo	Ow	Spi	Own	Own	O4IM	344	a	2I	145⅜	76⅛	38	33x2¼	50x2½	O
59	220	5.5	148	30.0	81-3800	L	G	A	3-2	5⅛	PS	Mo	Det	P	Ow	Ow	P.Ow	Ow	Spi	Own	Own	O4IM	186	a	4I	....	31⅛	43	44½x2¼	44½x2¼	O
60	221	4.6	155	24.3	69-2800	H	G	B	4-2⅝	7⅛	PC	Op	Zen	M	DR	DR	P.Ow	Hr	Own	Own	Jac	O4IM	186	p	2I	85¼	50¼	37	36x1¾	45x2½	OP
61	221	4.6	155	24.3	69-2800	H	G	B	4-2⅝	7⅛	PC	Op	Zen	M	DR	DR	P.Ow	Hr	Spi	Own	Jac	O4IM	206	C	2I	106⅞	60	36	36x1¾	45x2½	O
62	221	4.6	155	24.3	69-2800	H	G	B	4-2⅝	7⅛	PC	Op	Zen	M	DR	DR	P.Ow	Hr	Spi	Own	Jac	OB4IM	233	Pa	TX	85½	50¼	37	36x1¾	45x2½	½
63	221	4.6	155	24.3	69-2800	H	G	B	4-2⅝	7⅛	PC	Op	Zen	M	DR	DR	P.Ow	Hr	Spi	Own	Jac	OB4IM	256	C	TX	106⅞	60	36	36x1¾	45x2½	½
64	221	4.6	155	24.3	69-2800	H	G	B	4-2⅝	7⅛	PC	Op	Zen	M	DR	DR	P.Ow	Hr	Spi	Own	Jac	B4IM	337	a	TX	107	60	34	38x2	50x3	½
65	257	4.5	185	28.3	76-2500	H	G	B	4-2⅝	7⅛	PC	Ha	Zen	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	337	a	TX	107	60	34	38x2½	50x3	½
66	257	4.5	185	28.3	76-2500	H	G	B	4-2⅝	7⅛	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	418	a	TX	125	72	34½	50x3	50x3	½
67	257	4.5	185	28.3	76-2500	H	G	B	4-2⅝	7⅛	PC	Ha	Zen	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	337	a	TX	107	60	34	38x2½	50x3	½
68	257	4.5	185	28.3	76-2500	H	G	B	4-2⅝	7⅛	PC	Ha	Zen	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	415	a	TX	107	60	34	38x2½	50x3	½
69	331	4.7	230	33.7	94-2500	H	G	A	4-2½	8⅛	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	415	a	TX	104	60	34	38x2½	50x3	½
70	331	4.7	230	33.7	94-2500	H	G	A	4-2½	8⅛	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	379	a	TX	125	70	34½	40x3	50x3	½
71	331	4.7	230	33.7	94-2500	H	G	A	4-2½	8⅛	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	449	a	TX	125	70	34	40x3	50x3	½
72	331	4.7	230	33.7	94-2500	H	G	A	4-2½	8⅛	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	449	a	TX	125	72	34	40x3	50x3	½
73	331	4.7	230	33.7	94-2500	H	G	A	4-2½	8⅛	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	557	a	TX	125	69¼	34½	40x3	54x3	½
74	331	4.7	230	33.7	94-2500	H	G	A	4-2½	8⅛	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	557	a	TX	125	72	34	40x3	54x3	½
75	331	4.7	230	33.7	94-2500	H	G	A	4-2½	8⅛	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	557	a	TX	125	69¼	34½	40x3	54x3	½
76	331	4.7	230	33.7	94-2500	H	G	A	4-2½	8⅛	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	557	a	TX	125	72	34	40x3	54x3	½
77	331	4.7	230	33.7	94-2500	H	G	A	4-2½	8⅛	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	557	a	TX	107	72	34½	50x3½	54x3	½
78	460	4.6	296	40.9	110-2300	H	G	A	4-2.7	8⅛	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	449	a	TX	125	69¼	34½	40x3	54x3	½
79	400	4.7	296	40.9	110-2300	H	G	A	4-2.7	8⅛	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	557	a	TX	125	69¼	34½	40x3	54x3	½
80	400	4.7	296	40.9	110-2300	H	G	A	4-2.7	8⅛	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	B4IMV	557	a	TX	125	72	34	50x3	54x3	½
81	400	4.6	296	40.9	110-2300	H	G	A	4-2.7	8⅛	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	557	a	TX	125	70	34½	40x3	54x3	½
82	400	4.7	296	40.9	110-2300	H	G	A	4-2.7	8⅛	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	W4IA	618	a	TX	125	70	34½	40x3	54x3	½
83	400	4.7	296	40.9	110-2300	H	G	A	4-2.7	8⅛	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	W4IA	618	a	TX	125	72	34	50x3½	54x3	½
84	450	4.7	340	46.7	120-2300	H	G	A	4-2.7	8⅛	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	W4IA	618	a	TX	125	72	34	50x3½	54x3	½
85	400	4.7	296	40.9	110-2300	H	G	A	4-2.7	8⅛	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	W4IA	618	a	TX	107	72	34½	50x3½	54x3	½
86	400	4.7	296	40.9	110-2300	H	G	A	4-2.7	8⅛	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	594	a	TX	210	117	34½	50x3½	54x3	½
87	525	4.5	380	48.6	128-2100	H	C	A	7-2¾	14⅛	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	594	a	TX	137	82	34½	50x3½	54x3	N
88	525	4.5	380	48.6	128-2100	H	C	A	7-2¾	14⅛	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	594	a	TX	137	82	34½	50x3½	54x3	N
89	616	4.5	450	57.0	149-2100	H	C	A	7-2¾	14⅛	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IA	638	a	TX	137	82	34½	50x3½	....	N
90	200	4.7	121	24.0	50-2800	L	C	A	3-2⅛	5⅛	FP	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81½	51¾	34	36x2¼	45x2½	½
91	214	5.3	142	27.4	71-3200	L	C	A	4-2⅜	6⅜	FP	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81½	51½	34	36x2¼	45x2½	½
92	200	4.7	121	24.0	50-2800	L	C	A	3-2⅛	5⅞	PC	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81¾	51½	34	36x2¼	45x2½	½
93	214	5.3	142	27.3	71-3200	L	C	A	4-2⅜	6⅜	PC	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81¾	51½	34	36x2¼	45x2½	½
94	299	4.9	198	33.7	85-2800	L	G	C	4-2⅜	9⅛	PC	No	Til	M	AL	AL	P.BL	Pe	Blo	Tim 30000	Ros	L4IH	249	p	FD	81¾	51½	34	36x2¼	45x2½	½
95	224	4.7	146	25.3	61-2900	L	G	C	4-2⅜	8⅛	PC	Mo	Zen	V	AL	AL	D.Jo	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	94	60½	34	40x2¼	50x2½	½
96	299	4.9	198	33.7	85-2800	L	G	C	4-2⅜	9⅛	PC	No	Til	M	AL	AL	P.BL	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	94	60½	34	40x2¼	50x2½	½
97	227	4.7	142	27.2	55-2400	L	G	C	3-2¼	5⅞	PC	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 31000H	Ros	L4IH	269	p	FD	81	51¾	34	36x2¼	45x2½	½
98	248	5.0	136	27.3	70-3000	L	C	C	7-2⅛	10	FP	Mo	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	81	51¾	34	36x2¼	45x2½	½
99	278	4.7	182	31.5	85-3300	L	G	A	4-2⅜	9¼	PC	Mo	Til	M	AL	AL	P.BL	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
100	282	5.4	176	33.7	73-2800	L	G	C	7-2½	10⅛	PC	Mo	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	81	51¾	34	36x2¼	45x2½	½
101	299	4.9	198	33.7	85-2800	L	G	C	4-2⅜	9⅛	P	No	Til	M	AL	AL	P.BL	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
102	380	4.7	238	40.8	88-2400	H	C	C	7-2¾	13⅛	PC	No	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
103	299	4.9	198	33.7	85-2800	L	G	C	4-2⅜	9⅛	PC	No	Til	M	AL	AL	P.BL	Pe	Blo	Tim 33000H	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	56x3	½
104	428	4.6	268	45.9	100-2200	H	C	C	7-2¾	13⅛	PC	No	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 33000	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	56x3	½
105	318	4.5	203	36.	80-2700	L	G	C	7-2⅝	12⅜	CC	Mo	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 33000H	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	50x3	½
106	353	4.8	245	36.2	98-2700	L	G	C	4-2⅜	10	PC	Mo	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 33000H	Ros	L4IHV	375	a	FD	127	74¼	34	42x2¼	56x3	½
107	448	17.	280	38.0	83-1800	H	G	N	5-3¼	12	P	Mo	En	No	M	CI	LN	D.BL	Pe	Blo	Tim 33000	Ros	L4IHV	375	a	FD	127	74¼	34	42x2½	56x3	½
108	380	4.7	238	40.8	88-2400	H	C	C	7-2¾	13⅛	PC	Mo	Zen	M	AL	AL	D.Jo	Pe	Blo	Tim 33000	Ros	L4IHV	375	a	FD	156	90	41½	44x2½	60x3	½
109	428	4.6	268	45.9	100-2200	H	C	C	7-2¾	13⅛	PC	Mo	Zen	M	AL	AL	D.Jo	Pe	Blo	Tim 33000	Ros	L4IHV	375	a	FD	176⅛	119⅛	41½	44x2½	60x3	½
110	428	4.6	268	45.9	100-2200	H	C	C	7-2¾	13⅛	PC	Mo	Zen	M	AL	AL	D.BL	Pe	Blo	Tim 35000	Ros

Line Number	MAKE AND MODEL	GENERAL (See Keynote)					TIRE SIZE		MAJOR UNITS									FRAME	
									ENGINE		TRANSMISSION		REAR AXLE			GEAR RATIOS			
		Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds	Aux. Location and Speeds	Make and Model	Gear and Type	Drive and Torque	In High	In Low	Side Rail Dimensions	Type
1	Hug (Con.)	42	3	2175	146	201	15600	6400	B8.25/20	DB8.25/20	Bud H298	6-3¾x4½	Fu MLU	U 4	No	Cla B805	SF	H	6.37	40.5	8x3x¼	T
2		418	3	5070	158	158	18165	8500	B9.75/20	B12.75/20	Bud K428	6-4½x4½	Fu MRUAY	U 4	A 3	Wis 1237H	2F	H	8.95	119	8x3x¼	T
3		42K	3	2393	146	201	16500	7300	B9.00/20	DB9.00/20	Bud K369	6-4¼x4¾	BL 51-5	U5	No	Cla B805	SF	H	7.12	42.0	8x3x¼	T
4		70	3	3435	122	122	19500	7535	B9.00/20	DB9.00/20	Bud K369	6-4¼x4¾	Fu 5A380	U 5	No	Wis 70000Q	2F	H	9.14	64.0	6x3x¼	I
5		87K	3½	4300	128	128	22400	7600	B9.75/20	DB9.75/20	Bud K428	6-4½x4¾	Fu MHOG	A 8	No	Wis 1237Q	2F	H	8.95	79.0	7x3¾x¼	I
6		43	3½	3380	146	201	22500	7300	B9.75/20	DB9.75/20	Bud K428	6-4½x4¾	Fu VUOG	U 5	No	Wis 1237H	2F	H	8.95	62.0	8x3x¼	I
7		87Q	5	4875	144	144	27000	9805	B10.50/20	DB10.50/20	Bud K428	6-4½x4¾	Fu MHOG	A 8	No	Wis 1737K	2F	H	9.16	99.0	8x4x¼	I
8		43L	5	3850	146	201	28105	8905	B9.75/20	DB9.75/20	Bud L525	6-4½x5½	Fu VUOG	U 5	No	Wis 1737KH	2F	H	9.16	64.0	8x3x¼	I
9		97L	5	5815	144	144	35620	10810	B10.50/20	DB10.50/20	Bud L525	6-4½x5½	Fu VU	U 5	A 3	Wis 19027	2F	H	11.1	178.	8x4x¼	
10	Indiana	85	1½	975	141	186	10000	3950	B6.50/20	DB6.50/20	Her JXA	6-3¾x4½	BL 124	U 4	No	Tim 53200H	8F	H	5.66	35.1	7½x2½x½	T
11		95	2	1195	141	186	12000	4400	P32x6	DP32x6	Her JXC	6-3¾x4½	BL 224	U 4	No	Tim 54300H	8F	H	5.85	36.27	½x2½x½	T
12		95DR	2½	1275	141	186	15000	4650	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¾	BL 224	U 4	Op	Wis 4916L	2F	H	6.66	41.2	7½x2½x½	T
13		17A	3	2300	156	212	17000	6300	B8.25/20	DB8.25/20	Her WXC	6-4x4½	BL 3341	U 4	A 3	Tim 58205H	8F	H	6.83	43.0	8x3x¼	T
14		17ADR	3	2475	156	212	18000	6350	B8.25/20	DB8.25/20	Her WXC	6-4x4½	BL 3341	U 4	Op	Wis 70000H	2F	R	7.06	44.5	8x3x¼	T
15		17	3	2450	170	224	18000	6600	B8.25/20	DB8.25/20	Her YXC	6-4½x4¾	BL 3341	U 4	Op	Tim 58205H	8F	R	6.14	38.7	8½x3x	T
16		17DR	3	2675	170	224	19000	6700	B8.25/20	DB8.25/20	Her YXC	6-4½x4¾	BL 334	U 4	Op	Wis 70000	2F	R	6.28	38.6	8½x3x	T
17		19DR	3½	3400	170	224	22000	7600	B9.00/20	DB9.00/20	Her YXC	6-4½x4¾	BL 524	U 4	Op	Wis 1237H	2F	R	7.2	52.3	8½x3x	T
18		43DR	4	4300	170	224	25000	8000	B9.75/20	DB9.75/20	Her RXB	6-4½x5½	BL 524	U 4	Op	Wis 1627KH	2F	R	6.96	50.7	8½x3x	T
19		45DR	5	4800	170	224	25000	8700	B9.75/20	DB9.75/20	Her RXC	6-4½x5¼	BL 534	U 4	Op	Wis 1737H	2F	R	7.14	45.4	8¼x3x	T
20		47DR	5–7	7500	188	234	28000	10500	B10.50/20	DB10.50/20	Cum.6HDle.	6-4½x6	BL 7351	A 5	No	Wis 1910W	2F	R	7.16	45.0	8¼x3x	T
21	International (8)	D1	½	360	113	113	4200	2180	B5.25/18	B5.25/18	Own D	6-3	Own D	U 3	No	Own D-55	8½	H	4.18	12.7	6½x2¼x	T
22		(A) M2	1	850	118	118	7000	3180	B6.50/20	B6.50/20	Wau XAH	4-3½x4½	Own H-4-A	U 4	No	Own 713	8F	H	6.16	39.5	11½x2¾x	D
23		A2	1½	615	136	160	8000	2945	B6.00/20	B6.00/20	Wau XAH	4-3½x4½	Own H-4-A	U 4	No	Own 708	8F	H	6.16	39.5	6½x2¾x	T
24		B2	1½	615	136	136	8000	2945	B6.00/20	B6.00/20	Wau XAH	4-3½x4½	MM "Q"	U 3	No	Own 704	8F	H	6.16	47.3	7½x2¾x	T
25		A3	1½	695	136	160	10000	3572	P30x5	P32x6	Lyc 8AH	6-3¼x4½	Own H-4-A	U 4	No	Own 710	8F	H	5.33	33.8	7¾x3¼x	T
26		A3½	1½	670	136	160	10100	3600	B6.50/20	DB6.50/20	Lyc 8AH	6-3¼x4½	WG T7	U 4	No	Own 710	8F	H	5.28	33.8	7x2¾x	T
27		A1-3	1½	895	138	164	10000	4032	B6.00/20	DB6.00/20	Lyc 4SLH	6-3¼x4½	WG T7	U 4	No	Own 800	8½	H	6.50	42.9	6¾x2¼x¼	T
28		B-3	1½	695	136	160	10000	3385	P30x5	P32x6	Own FAB2	6-3	Own H-4-A	U 4	No	Own 720	8F	H	5.29	33.8	7x2¾x	T
29		B4	2	1045	145	185	12750	4055	B6.50/20	DB6.50/20	Own FAB-3	6-3x4	Own H-4-A	U 4	No	Own 750	8F	H	6.5	41.6	8x3¼x	T
30		A4	2	1625	145	185	15750	5221	P32x6	DP32x6	Own FBB	6-3½x4½	OwnH-5	U 5	No	Own 902	8F	H	6.50	47.8	7x3¾x¼	T
31		A5	3	2100	156	210	18750	5895	P34x7	DP34x7	Own FBB	6-3½x4½	OwnH-5	U 5	No	Own 1002	8F	H	7.16	64.7	8x3¾x¼	T
32		A6	3	2450	156	210	20850	6120	P34x7	DP34x7	Own FBB	6-3½x4½	OwnH-5	U 5	No	Own 1150	2F	H	8.5	76.8	8½x3¾x	T
33		W2	3½	3300	148	200	24000	8450	P36x8	DP36x8	HaS 151	4-4¼x5½	Own H-6	U 5	No	Own 1200	2F	H	6.85	83.9	7x3x¼	T
34		W3	5	4850	160	235	28000	10125	S36x6°	S40x12°	HaS 152	4-4¼x5½	OwnH -7	U 5	No	Own 1300	2F	H	7.85	70.5	8x3x¼	T
35		A7	5–7½	6200	160	225	37000	11590	B9.75/20	DB9.75/20	Own FDB	6-4½x5½	Own H-7	U 5	No	Own 1301	2F	H	6.37	57.2	12½x3¾x½	T
36		A8	7½	6300	160	225	37000	11590	B9.75/20	DB9.75/20	Own FEB	6-5x5½	Own H-7	U 5	No	Own 1301	2F	H	6.37	57.2	12½x3¾x½	T
37	Kenworth	87	1½–2	1245	146	170	11200	3900	B6.50/20	DB6.50/20	Her JXB	6-3½x4¼	BL 234	U 4	...	Tim 53200H	8F	H	5.14	33.1	8x3x¼	T
38		88	2	1480	146	200	13400	4400	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 224	U 4	Op	Tim 54300H	8F	H	5.83	37.4	8x3x¼	T
39		101B	2–2½	2050	146	200	13400	4700	B7.50/20	DB7.50/20	Bud H298	6-3¾x4¼	BL 234	U 4	Op	Tim 54300H	8F	H	5.83	37.4	8x3x¼	T
40		89	2½	1670	146	200	15000	4600	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	BL 234	U 4	Op	Tim 56200H	8F	H	6.16	39.5	8x3x¼	T
41		127	2½–3	2600	154	202	16300	5490	B8.25/20	DB8.25/20	Her WXC	6-4x4½	BL 334	U 4	Op	Tim 56200H	8F	H	6.16	40.7	8x3x¼	T
42		90	3	1820	146	200	18200	5500	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	BL 234	U 4	...	Tim 58205H	8F	H	6.83	43.8	8x3x¼	T
43		146B	3–4	3300	158	206	19500	5960	B9.00/20	DB9.00/20	Bud K393	6-4¼x4¾	BL 334	U 4	Op	Tim 58205H	8F	H	6.83	43.4	8x3x¼	T
44		166B	3½–4	3850	156	204	20700	6890	B9.00/20	DB9.00/20	Bud K393	6-4¼x4¾	BL 334	U 4	Op	Tim 58205H	8F	H	6.83	43.4	7x9x3x¼	T
45		166A	3½–4	4330	156	204	20700	6890	B9.00/20	DB9.00/20	HaS 147	6-4x5	BL 334	U 4	Op	Tim 58205H	8F	H	6.83	43.4	7x9x3x¼	T
46		186	4–5	4675	155	221	25600	7710	B9.75/20	DB9.75/20	Her YXC2	6-4½x4¾	BL 1554	U 4	A 3	Tim 57520H	2F	H	7.33	105.	7x9x3x¼	T
47		241	5–7	5450	169	221	27800	9000	B9.75/20	DB9.75/20	Her RXB	6-4½x5½	BL 714	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	7x9x3x¼	T
48		241A	5–7	6500	169	228	27800	9500	B9.75/20	DB9.75/20	HaS 160	6-4½x5½	BL 714	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	8x3x	C
49		241B	5–7	6150	174	228	27800	9500	B9.75/20	DB9.75/20	Bud GL-6	6-4½x6	BL 714	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	8x3x	C
50		241C	5–7	7200	174	228	27800	10000	B9.75/20	DB9.75/20	HaS 175	6-5x6	BL 714	U 4	A 3	Tim 76720W	2F	H	6.38	86.5	8x3x	C
51	Kleiber	80	1½–2½	1300	140	160	11200	3950	B7.00/20	DB7.00/20	Her JXB	6-3½x4¼	BL 2241	U 4	No	Tim 53200H	BF	H	5.14	34.0	5½x3¼x¼	C
52		100	2–3½	1575	158	170	13400	4400	B7.50/20	DB7.50/20	Her JXB	6-3½x4¼	BL 3241	U 4	No	Tim 54200H	BF	H	5.81	38.7	7½x3¼x¼	C
53		120	2½–4½	2100	170	180	16300	5150	B8.25/20	DB8.25/20	Con E6B1	6-3½x4½	BL 3241	U 4	No	Tim 56200H	BF	H	6.17	38.7	7½x3¼x¼	C
54		140	3–5½	2650	180	190	20700	6500	B8.25/20	DB8.25/20	Con 18R	6-4x4¼	BL 3241	U 4	No	Tim 58200H	BF	H	6.84	38.7	7½x3¼x¼	C
55		210	4–6	3800	190	200	22000	7600	B9.00/20	DB9.00/20	Con 21R	6-4½x4¾	BL 5241	U 4	No	EatDR2613H	2F	R	7.25	42.0	7½x3¼x¼	C
56		KD4	4	5400	190	200	22000	8000	B9.00/20	DB9.00/20	Cum H Dle.	4-4½x6	BL 5351	U 4	No	EatDR 2613W	2F	R	5.5	70.	7½x3¼x¼	C
57		KD6	6	6000	206	210	26000	9500	B9.75/20	DB9.75/20	Cum.6HDie	6-4½x6	BL 714	U 4	A 4	Eat 65041W	2F	R	5.5	91.0	8½x3½x	C
58	La Fr. Republic	C-2	2	1100	150	162	11000	3800	B6.00/20	DB6.00/20	Lyc SA	6-3¼x4½	WG T9	U 4	No	Tim 53200H	8F	H	5.67	35.9	5½x2x	C
59		D-2	2–2½	1485	162	175	14000	4600	B6.50/20	DB6.50/20	Lyc 8B	6-3¾x4½	WG T9	U 4	No	Tim 54200H	8F	R	5.83	37.9	7x3¾x¼	C
60		E-2	2½–3	2005	162	190	17000	5375	P32x6	DP32x6	Lyc A8D	6-3¾x4½	Fu Mlu-Bb	U 4	No	Tim 56200H	8F	R	7.4	47.0	7x3x¼	C
61		F-3	3½–4	2420	174	198	21000	6240	P34x7	DP34x7	Wau MK	6-4¼x4¾	Fu MGU-4	U 4	No	Tim 58200H	8F	R	7.8	50.6	8x3x¼	C
62		H-5	4–5	3285	179	206	26000	7840	B9.75/20	DF9 75/20	Wau MZ	6-4¼x4¾	Fu MRU	U 4	No	Tim 75733H	2F	R	7.97	53.0	8x3x¼	C
63		M-3	5–6	4640	174	198	32000	8490	B10.50/20	DB10.50/20	Wau 6SRL	6-4½x5½	Fu VUOG	U 5	No	Tim 76733H	2F	R	8.85	62.5	9½x3½x	C
64		35-4	7–8	6570	174	198	35000	9700	B10.50/24	DB10.50/24	Wau 6-125	6-4½x5½	Fu MHU	U 4	No	Tim 78720W	2F	R	8.90	58.2	9½x3½x	C
65	Le Moon	150	1½	1150	140	152	.....	3300	B6.50/20	B6.50/20	Con 20C	6-3½x4½	BL 214	U 4	No	Tim 53200H	BF	H	5.14	31.8	6x3x	TF
66		200	1½–2	1350	160	178	.....	3600	B7.00/20	DB7.00/20	Con 20C	6-3½x4½	BL 214	U 4	No	Tim 53200H	BF	H	5.14	31.8	6x3x	TF
67		300	2–3	1575	163	190	.....	4200	B7.50/20	DB7.50/20	Con 20C	6-3½x4½	BL 214	U 4	No	Tim 54200H	BF	H	6.80	42.1	6½x3¾x¼	TF
68		400	3–4	2175	163	190	.....	5000	B8.25/20	DB8.25/20	Wau 6MS	6-3¾x4¾	BL 314	U 4	No	Tim 56200H	BF	H	6.17	38.7	7½x3¼x¼	TF
69		505	4–5	2775	169	190	.....	6000	B9.00/20	DB9.00/20	Wau 6MK	6-4½x4¾	BL 3341	U 4	No	Tim 58205H	BF	H	6.14	40.6	6½x3¾x¼	P
70		501	4–5	3150	169	190	.....	6500	B9.00/20	DB9.00/20	Wau 6SRL	6-4½x5½	BL 5351	U 5	No	Tim 58205H	BF	H	6.14	40.6	7x4x¼	C
71		(9) 600	5–6	3450	169	199	.....	7200	B9.75/20	DB9.75/20	Wau 6SRL	6-4½x5½	BL 5341	U 4	No	Tim 65720H	WF	R	6.00	42.2	9x4x	C
72	Mack	BL	1–2	2500	138	192	.....	4050	B6.00/20	DB6.00/20	Own BL	6-3½x5	Own BG	U 4	No	Tim 52050	SF	H	5.20	27.6	7x3x	T
73		BG	1½–3	3000	138	192	.....	4800	P32x6	DP32x6	Own BG	6-3½x5	Own BG	U 4	No	Own BG	SF	H	5.44	26.8	7x3x	T
74		BF	2½–4	4200	156	216	.....	6600	B8.25/20	DB8.25/20	Own BG	6-3½x5	Own AB	U 4	No	Own AB	2F	H	7.01	33.9	7x3x	T
75		AB	3–5	4000	147	219	.....	6450	P34x7	DP34x7	Own AB	4-4¼x5	Own AB	U 4	No	Own AB	CD	R	7.72	37.4	8x2¼x¼	T
76		AB	3–5	4200	147	219	.....	6700	P34x7	DP34x7	Own AB	4-4¼x5	Own AB	U 4	No	Own AB	2F	H	7.54	36.6	8x2¼x¼	T
77		AB	3–5	4150	147	219	.....	6450	P34x7	DP34x7	Own BG	6-3½x5	Own AB	U 4	No	Own AB	CD	R	7.72	37.4	8x2¼x¼	T
78		AB	3–5	4500	147	219	.....	6700	P34x7	DP34x7	Own BG	6-3¾x5	Own AB	U 4	No	Own AB	2F	H	7.58	36.7	8x2¼x¼	T
79		BM	3–5	4700	157	211	.....	7500	B9.00/20	DB9.00/20	Own CE	6-4x5½	Own BC	U 4	No	Own AB	2F	H	7.01	40.9	8½x3x¼	T
80		(c.o.e.-15) CH	3–5	5200	150	186	.....	9200	B9.00/20	DB9.00/20	Own CE	6-4x5½	Own BX	U 4	No	Own BC	2F	H	7.01	49.4	8½x3x¼	T
81		BC	3½–6	5250	154	226	.....	7850	P36x8	DP36x8	Own CE	6-4x5½	Own BC	U 4	No	Own BC	2F	H	7.58	44.2	8½x3x	T
82		BC	3½–6	5500	154	226	.....	8000	P36x8	DP36x8	Own CE	6-4x5¾	Own BC	U 4	No	Own BC	CD	R	7.88	46.0	8½x3x	T
83		BX	3½–6	5750	171	225	.....	7900	B9.75/22	DB9.75/22	Own CF	6-4¼x5½	Own BX	U 4	No	Own BX	CD	R	7.88	55.2	9½x3¾x¼	T
84		BX	3½–6	5600	171	225	.....	8050	B9.75/22	DB9.75/22	Own CF	6-4¼x5½	Own BX	U 4	No	Own BX	2F	H	7.01	49.4	9½x3¾x¼	T
85		(c.o.e.-15) CJ	3½–6	6100	150	186	.....	10650	B9.75/22	DB9.75/22	Own CF	6-4¼x5½	Own BX	U 4	No	Own BX	2F	H	7.54	53.1	9½x3¾x¼	T
86		BJ	5–8	6450	168	245	.....	9800	B10.50/22	DB10.50/22	Own BK	6-4½x5½	Own AL	A 4	No	Own AK	2F	H	6.92	36.4	11½x3½x¼	T
87		BQ	6–8	6800	191	245	.....	10000	B10.50/22	DB10.50/22	Own BQ	6-4¾x5¾	Own BQ	A 4	No	Own AK	2F	H	7.43	47.7	10½x3¾x¼	T
88		AK	5–7½	5150	162	228	.....	9500	B10.50/24 °	DB10.50/24°	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	7.83	50.5	8½x3x	C
89		AK	5–7½	5250	162	228	.....	9400	B10.50/24 °	DB10.50/24°	Own AC	4-5x6	Own AK	A 4	No	Own AK	2F	H	6.92	55.3	8½x2¾x¼	C
90		AK	6–8	6450	174	240	.....	10400	B10.50/22	DB10.50/22	Own BQ	6-4¾x5¾	Own BQ	A 4	No	Own AK	2F	H	7.43	47.7	8½x3x	C
91		BX-8	7½	6250	207	225	.....	9200	B9.75/24	DB9.75/24	Own BX	6-4¼x5½	Own B	U 4	No	Own BX	2F	H	7.54	53.1	9½x3¾x¼	
92		AC Light	5–7½	5150	168	240	.....	9200	B10.50/24 °	DB10.50/24°	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	8.46	54.4	8x3x	C
93		AC Medium	6–8	5500	168	240	.....	9800	S36x6	DS40x7	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	7.75	49.8	8x3x	C
94		AC Heavy	7½–10	6000	168	240	.....	10150	S36x7	DS40x7	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	8.95	57.4	8x3x	C
95		AC	6–8	6450	174	240	.....	11400	B10.50/24	DB10.50/24	Own BQ	6-4¾x5¾	Own AC	A 4	No	Own AC	CD	R	8.4	53.9	8½x3x	C
96		AP	7½–10	8500	191	216	.....	11700	S36x7	DS40x8	Own AP	6-5x6	Own AC	J 4	No	Own AC	CD	R	8.31	53.3	8x3x	C
97	Menominee	A-15	1½	1485	144	160	8750	3750	B7.00/20	B7.00/20	Wau TL	6-3½x4¾	Fu MKU10	U 4	No	Cla B373	8F	R	5.00	31.7	5½x2¾x¼	C
98		DX-6	2½	2850	156	175	13760	5760	B7.50/20	B7.50/20	Wau 6-90	6-3¾x4¾	BL 234	U 4	No	Wis 6617	2F	R	6.83	37.3	6½x2¾x	P
99		DN-6	3	3275	156	175	15200	6200	B8.25/20	DB8.25 20	Wau MK	6-4¼x4¾	BL 524	U 4	No	Wis 8817	2F	R	6.72	48.9	6x2¼x	P
100		A30	3	3275	165	185	15035	7035	B8.25/20	DB8.25/20	Wau MK	6-4½x4¾	BL 528	U 8	No	Tim 58206H	8F	R	7.8	90.8	8x3x¼	P
101		N-6	3½	3715	165	185	16800	6800	B8.25/20	DB8.25/20	Wau 6-110	6-4x4¾	BL 524	U 4	No	Wis 8817	2F	R	7.93	57.7	8x2½x¼	P
102		JX-6	5	4650	175	190	20200	7200	B9.00/20	DB9.00/20	Wau 6-125	6-4½x5½	BL 724	U 4	No	Wis 1458	2F	R	9.12	64.4	10x2¾x¼	P
103		6W-8	8	5800	185	200	28600	11000	B8.25/20	DB8.25/20	Wau 6-125	6-4½x5½	BL 724	U 4	No	Wis 8D210	2F	R	8.50	60.1	10x2¾x¼	P
104	Moreland	RR10	1½	1195	159	Op	10000	4195	B6.50/20	DB6.50/20	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim 53200H	8F	H	5.66	35.0	7½x2¾x¼	T
105		RR12	2	1400	159	Op	12000	4585	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim 54300H	8F	H	5.83	36.1	7½x2¾x¼	T
106		RR15	3	1600	159	Op	15000	5250	B8.25/20	DB8.25/20	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim 56200H	8F	H	6.17	38.2	7½x2¾x¼	T
107		B16	4	2595	184	Op	16000	5800	B8.25/20	DB8.25/20	Her WXC3	6-4¼x4½	BL 334	U 4	No	Tim 56200H	8F	R	6.17	38.0	9½x3½x	T
108		E18	5	2828	184	Op	18000	6460	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	BL 334	U 4	No	Tim 58205H	8F	R	6.14	37.8	9½x3½x	T
109		E22	6	3405	184	Op	22000	7150	B9.75/20	DB9.75/20	Her WXC3	6-4¼x4½	BL 524	U 4	No	Tim 65720H	WF	R	7.25	44.5	9½x3½x	T
110		H26	6	4815	196	Op	26000	8900	B9.75/20	DB9.75/20	Her RXB	6-4½x5½	BL 524	U 4	No	Tim 66720W	WF	R	8.20	59.8	9½x3½x	T
111	Omort	20	2	1095	131	210	10000	3725	B6.00/20	DB6.00/20	Her JXA	6-3¾x4¼	WG T9	U 4	No	Tim 53200H	BF	H	6.20	39.6	6x2¾x¼	L
112		25	2½	2650	130	130	16000	6100	P32x6	DP32x6	Her WXB	6-3¾x4½	Fu MGU	U 4	No	Wis 6787L	2F	R	6.41	41.6	6½x3¼x	I
113		30	3	3250	134	148	18000	6600	P34x7	DP34x7	Her WXB	6-3¾x4½	Fu MGOG	A 4	U 2	Wis 8817L	2F	R	7.93	65.0	6½x3½x	I
114		35	3½	3850	150	150	21000	7600	P36x8	DP36x8	Her WXC	6-4x4½	Fu MGOG	A 4	U 2	Wis 1567H	2F	R	9.11	74.7	6x3½x	I
115	Pierce-Arrow	13S385	2–2½	2500	160	200	13000	5750	B8.25/20	DB8.25/20	Own 8	8-3½x5	Co RU4SL	U 4	No	Tim 56200	8F	R	5.28	32.6	7½x3¼x	C
116		15T298	3–3½	1950	150	200	15000	5725	B8.25/20	DB8.25/20	Her WXB	6-3¾x4½	Cla 108B	U 4	Op	Tim 56200	8F	R	6.16	40.2	7½x3½x	C
117		17T361	3–4	2350	150	200	17000	5725	B9.00/20	DB9.00/20	Her WXC2	6-4½x4½	Co RU4SL	U 4	Op	Tim 58200	8F	R	6.83	42.2	7½x3½x	C
118		18W361	3½–4½	3000	150	220	18000	6660	B9.00/20	DB9.00/20	Her WXC2	6-4½x4½	Co RU4SL	U 4	Op	Tim 65720	WF	R	6.8	42.	8½x2½x	C
119		19R479	3½–4½	3600	150	220	19000	7850	B9.00/20	DB9.00/20	Her YXC3	6-4¾x4¾	Co TNU	U 4	Op	Tim 65720	WF	R	5.4	286.	8½x2½x	C
120		24X479	5–6	4150	150	200	24000	9250	B10.50/20	DB10.50/20	Her YXC3	6-4¾x4¾	Co TNU	U 4	Op	Tim 66720	WF	R	7.6	402.	9½x2½x	C
121		28M611	6–7	5400	160	200	28000	11600	B10.50/24	DB10.50/24	Her GXA	6-4¾x5¾	Own	A 4	Op	Own	WF	R	10.	525.	9½x2½x	C
122	Reo (A)	BN	1500 lb.	530	130	130	5500	2805	B6.50/18	B6.50/18	Own	6-3½x5	Own	U 3	O 2	Own	B½	H	4.9	16.1	7½x2½x	C
123	(Cont.)	1B, (1D†)	1½–2½	595	140	164	10500	3260	B6.00/20	DB6.00/20	Own	6-3½x5	Own	U 4	O 2	Own	8F	H	5.28	34.8	7x2¾x	T

Line Number	ENGINE DETAILS: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	Main Bearings: Number and Diameter	Main Bearings: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetors Make	FUEL SYST.: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make, Location Type, Operation	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	BRAKES: Hand Location, Type	BODY MOUNTING DATA: Cab to Rear of Frame	BODY MOUNTING DATA: Cab to Rear Axle	BODY MOUNTING DATA: Width of Frame	SPRINGS: Front	SPRINGS: Rear	Auxiliary Type
1	298	5.3	200	33.7	80–2800	L	C	C	7-3	9⅛	PC	Pe	Zen	M	AL	DR	P.BB	Yo	Blo	Cla F318	Ros	L4IH	380	p	CD	81	61	31½	41x2½	54⅞x3	½
2	428	4.8	280	45.9	107–2600	L	G	B	7-3	11½	PC	Pe	Zen	M	AL	DR	D.Fu	Yo	Blo	Shu 632-5	Ros	L4IH	620	pG	CD	115	72½	31½	41⅛x2½	54⅞x3	½
3	369	4.8	234	39.6	99–2800	L	G	B	7-3	11½	PC	Pe	Zen	M	AL	DR	BL 61	Yo	Blo	Cla F318	Ros	L4IH	380	p	CD	81	61	31½	41x2½	54⅞x3	½
4	369	4.8	234	39.6	99–2800	L	G	B	7-3	11½	PC	Pe	Zen	M	DR	DR	D.Fu	Yo	Blo	Shu 610-103	Ros	W2IM	326	G	TD	88¾	65	34½	41⅛x2½	48½x3	½
5	428	4.8	280	45.9	107–2600	L	G	B	7-3	11½	PC	Pe	Zen	M	DR	DR	D.Fu	Yo	Blo	Shu 610-103	Ros	W2IM	405	G	TD	94½	70¾	34	41⅛x2½	48½x3	½
6	428	4.8	280	45.9	107–2600	L	G	B	7-3	11½	PC	Pe	Zen	M	AL	DR	D.Fu	Yo	Blo	Shu 632-3	Ros	L4IH	620	pG	CD	96½	70¾	31½	41⅛x2½	54⅞x3	½
7	428	4.8	280	45.9	107–2600	L	G	B	7-3	11½	PC	Pe	Zen	M	DR	DR	D.Fu	Yo	Blo	Shu 610-103	Ros	W2IM	360	G	TD	110¼	86½	35	41⅛x2½	48½x3	½
8	525	4.8	336	48.6	111–2200	L	G	B	7-3	11½	PC	Pe	Zen	M	AL	DR	D.Fu	Yo	Blo	Shu 633-11	Ros	L4IH	556	pG	CD	96½	64	31½	41x2½	54⅞x3	½
9	525	4.8	336	48.6	111–2200	L	G	B	7-3	11½	PC	Pe	Zen	M	DR	DR	D.Fu	Yo	Blo	Shu 610-103	Ros	W2IM	360	G	TD	119	86½	35	41⅛x2½	48½x3	½
10	228	4.7	142	27.3	59–2800	L	G	C	7-2½	10⅜	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Tim 30020H	Ros	L4IH	249	G	TX	92	56	34	37x2¼	54x2½	N
11	282	5.3	176	33.7	73–2800	L	G	A	7-2½	10⅜	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020	Ros	L4IH	356	G	TX	92	56	34	37x2¼	54x2½	½
12	282	5.3	176	33.7	73–2800	L	G	A	7-2½	10⅜	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020	Ros	L4IH	356	G	TX	92	56	34	37x2¼	54x2½	½
13	339	4.7	210	38.4	76–2400	L	G	A	7-2⅝	13¼	PC	Opt	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5572	Ros	L4IH	380	G	TX	108	69¾	34	39½x2½	54x3	½
14	339	4.7	210	38.4	76–2400	L	G	A	7-2⅝	13¼	PC	Opt	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5572	Ros	L4IHV	380	G	CD	108	69¾	34	39½x2½	54x3	½
15	428	4.4	283	45.9	94–2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15582B	Ros	L4IHV	398	G	CD	142	83	34½	40x2½	54x3	½
16	428	4.4	283	45.9	94–2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15582	Ros	L4IHV	398	G	CD	142	83	34½	40x2½	54x3	½
17	428	4.4	283	45.9	94–2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15582	Ros	L4IHV	398	G	CD	142	83	34½	40x2½	54x3	½
18	501	4.9	330	48.6	110–2200	L	G	A	7-3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15592B	Ros	L4IHV	546	G	CD	142	83	34½	40x2½	54x3	½
19	529	4.9	350	51.3	115–2200	L	G	A	7-3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15592B	Ros	L4IHV	546	G	CD	142	83	34¾	40x2½	54×3	½
20	762	17.	420	57.0	125–1800	H	G	N	7-3½	17½	CC	FN	No	M	CI	LN	dp.BL	Yo	Spi	Shu 1633W	Ros	Ws4IA	560	G	CD	144	90	34	40x3	54x3	N
21	213	5.0	133	26.3	66–3400	L	G	C	4-2¾	6¼	FP	No	Til	M	AL	AL	B-W	Mo	Spi	Own D-50	Own	B4IM	156	P	2I	54	29¼	Var	36½x1¾	51x1¾	N
22	184	4.6	124	21.	39–2400	L	G	C	3-2	6¼	FP	No	Zen	V	DR	DR	P.MM	Mo	MM	Own 104	Ros	B4IM	217	Pa	TX	66	35	32½	40x2	46x2½	N
23	186	4.6	124	21.	39–2400	L	G	C	3-2	6¼	FP	No	Zen	V	DR	DR	P.MM	Mo	MM	Own 101	Ros	B4IM	212	P	2I	93½	53⅝	32½	40x2	46x2½	½
24	186	4.6	124	21.	39–2400	L	G	C	3-2	6¼	FP	No	Zen	V	DR	DR	P.MM	Mo	MM	Own 101	Ros	B4IM	212	P	2I	93½	53⅝	32½	40x2	46x2½	N
25	224	4.7	138	25.3	54–2700	L	G	A	4-2⅜	7½	PC	No	Zen	M	DR	DR	P.Ro	Mo	MM	Own 105	Ros	B4IM	287	P	2I	93½	53⅝	32	40x2	46x2½	½
26	224	4.7	138	25.3	54–2700	L	G	A	4-2⅜	7½	PC	No	Zen	M	DR	DR	P.Ro	Mo	MM	Own 200	Ros	B4IM	302	P	2I	93½	53⅝	32	40x2¼	46x2½	½
27	224	4.7	138	25.3	54–2700	L	G	A	4-2⅜	7½	PC	No	Zen	V	DR	DR	P.Ow	Mo	MM	Own 200	Ros	B4IM	295	Pa	2I	98½	55⅝	32	40x2¼	52x2½	½
28	207	5.5	137	26.3	59–2900	H	G	C	4-2⅜	6	FP	Ha	Til	M	DR	DR	P.Ro	Mo	MM	Own 108	Ros	B4IM	271	Pa	2I	93½	53⅝	32	40x2	46x2½	½
29	223	5.4	154	28.3	63–3200	H	G	C	4-2⅜	6	FP	Ha	Til	M	DR	DR	P.Ow	Mo	MM	Own 108	Ros	B4IM	303	Pa	2I	106⅜	62⅜	34	40x2	54x3	½
30	279	4.6	176	31.5	67–2600	H	G	C	7-2½	13	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 251	Ros	B4IM	378	Pa	2I	104	61½	34	42x3	54x3	½
31	279	4.6	176	31.5	67–2600	H	G	C	7-2½	13	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 300	Ros	B4IM	430	Pa	2I	115	72½	34	42x3	56x3	½
32	279	4.6	176	31.5	67–2600	H	G	C	7-2½	13	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 300	Ros	B4IM	430	Pa	2I	115	72½	34	42x3	56x3	½
33	312	4.0	200	28.9	59–1800	H	C	A	3-2¾	7⅝	FP	HS	Zen	V	RB	DR	P.Ow	Ow	Own	Own 400	Own	BO4IM	710	Pa	2I	106½	73¼	34	41½x3	56x3½	½
34	390	3.8	240	36.1	69–1800	H	C	A	3-3	7⅝	FP	HS	Zen	M	RB	DR	P.Ow	Ow	Own	Own 500	Own	BO4IM	794	Pa	2I	120	81¾	34	44x3	58x4	½
35	525	4.5	315	48.6	98–1800	H	G	C	7-3¼	17¾	FP	Ha	Zen	M	DR	DR	P.Ro	Mo	MM	Own 503	Ros	B04IMV	729	Pa	TD	106	72	34	48x3	56x3	N
36	648	4.4	398	60.0	114–1800	H	G	C	7-3¼	17¾	FP	Ha	Zen	M	DR	DR	P.Ro	Mo	MM	Own 503	Ros	B04IMV	729	Pa	TD	106	72	34	48x3	56x3	N
37	263	4.7	163	31.5	68–2700	L	G	A	7-2½	10⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 30000H	Ros	L4IH	249	a	TX	108	60	31½	38x2¼	52x2½	½
38	282	4.7	176	33.7	73–2700	L	G	A	7-2½	10⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	335	a	TX	108	60	31½	38x2¼	52x2½	½
39	298	4.7	200	33.7	80–2800	L	G	C	7-3	9⅝	CC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	335	a	FD	108	60	31½	39x2½	52x3	½
40	282	4.7	176	33.7	73–2700	L	G	A	7-2½	10⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	335	a	TX	108	60	31½	38x2¼	52x2½	½
41	339	4.4	212	38.4	76–2400	L	C	A	7-2⅝	13¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	335	a	FD	110	72	31½	40x2½	52x3	½
42	282	4.7	176	33.7	73–2700	L	G	A	7-2½	10⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	394	a	TX	108	60	31½	38x2¼	52x3	½
43	393	4.9	260	42.1	103–2600	L	G	C	7-3	11½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	394	a	FD	120	72	31½	40x2½	52x3	½
44	393	4.9	260	42.1	103–2600	L	G	C	7-3	11½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	455	a	FD	120	72	33¾	42x2½	56x3½	½
45	377	4.9	258	38.4	92–2300	H	C	A	4-2⅞	11½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	455	a	FD	120	72	33¾	42x2½	56x3½	½
46	453	4.8	300	48.6	98–2200	L	G	A	7-3	14	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	602	a	FD	110	72	33¾	42x2½	56x3½	½
47	501	4.9	330	48.6	110–2200	L	G	A	7-3	12½	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
48	498	4.4	322	43.3	125–2400	H	C	A	4-2¾	10⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
49	572	4.3	358	48.6	114–1900	L	G	C	4-3	10⅜	CC	Bu	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
50	707	4.4	506	60.0	170–2000	H	G	A	7-3¼	11⅛	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
51	263	5.4	164	31.5	68–2800	L	G	C	7-2½	12⅜	PC	No	Str	M	DR	DR	P.BL	Ow	Spi	Tim 30000H	Ros	L4IH	308	G	TD	132	74	34	38x2½	52x2½	½
52	263	5.4	164	31.5	70–3000	L	C	C	7-2½	12⅜	PC	No	Str	M	DR	DR	P.BL	Ow	Spi	Tim 31000H	Ros	L4IH	354	G	TD	144	82	34	38x2½	52x2½	½
53	318	4.6	204	36.0	80–2700	L	C	C	7-2½	12⅜	PC	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 31000H	Ros	L4IHV	452	G	TD	156	96	34	38x2½	52x3	½
54	336	4.2	212	38.4	90–2700	H	C	C	7-2⅝	13⅛	FP	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 33020H	Ros	L4IHV	648	G	TD	168	104	34	38x2½	52x3	½
55	427	4.2	270	45.9	118–2500	H	C	C	7-2⅝	13⅛	FP	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 35020H	Ros	L4IHV	676	G	FD	170	108	34	44x2½	52x3	½
56	148	17.	280	38.0	83–1800	H	C	N	5-3¼	12	P	En	No	M	LN	LN	D.BL	Ow	Spi	Tim 35120W	Ros	Ws4IA	676	G	FD	170	108	34	44x2½	52x3	½
57	372	17.	420	57.0	125–1800	H	C	N	7-3¼	16½	P	En	No	M	LN	LN	D.BL	Ow	Spi	Tim 26450W	Ros	Ws4IA	848	G	FD	180	130	38	44x2½	52x3	½
58	224	4.7	14.	25.3	61–2800	L	C	C	4-2⅜	8⅛	PC	No	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 30000H	Ros	L4IH	287	Da	TX	110¾	67½	31¾	38x2	52½x2½	½
59	24[illegible]	5.0	160	27.3	65–2800	L	G	C	4-2⅜	8⅛	PC	No	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ros	L4IH	271	Da	TX	143¾	79½	32	38x2	52½x2½	½
60	299	4.9	195	33.5	82–2600	L	G	C	4-2⅜	10	PC	Ha	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ros	L4IHV	327	Da	TX	120	78¾	32	38x2	57½x2	½
61	381	4.4	240	40.8	85–2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	AL	AL	D.Fu	Pe	Spi	Tim 33000H	Ros	L4IHV	367	Da	FD	140¼	93	32	39x2½	60x3	½
62	354	4.3	228	35.2	86–2300	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	AL	AL	D.Fu	Pe	Spi	Tim 33000H	Ros	L4IHV	458	Da	FD	144	75	32	39x2½	60x3	½
63	462	4.6	310	44.	97–2000	L	G	C	7-3	13½	PC	Wa	Zen	M	AL	AL	D.Fu	Pe	Spi	Tim 35000H	Ros	L4IHV	468	Da	FD	168	88	32½	44x3	60x3½	½
64	462	4.6	324	46.	125–2400	L	G	C	7-3	13⅜	PC	Wa	Zen	M	AL	AL	D.Fu	Ow	Spi	Tim 27450W	Ros	Ws4IA	690	Da	FD	168	81¼	34	44x3	60x3½	½
65	248	4.4	150	27.3	65–2800	L	C	A	7-2⅜	10⅛	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 30000H	Ros	L4IH	277	e	TX	96	58	34	37½x2¼	49¼x2½	N
66	248	4.4	150	27.3	65–2800	L	C	A	7-2⅜	10⅛	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 30000H	Ros	L4IH	277	e	TX	128	81	34	37½x2¼	50x2½	½
67	248	4.4	150	27.3	65–2800	L	G	A	7-2⅜	10⅛	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 31000H	Ros	L4IH	293	e	TX	128	81	34	37½x2¼	50x2½	½
68	315	4.6	200	33.7	72–2500	L	G	C	7-2⅝	12⅜	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 33000H	Ros	L4IH	345	e	TX	128	81	34	37½x2¼	50½x2½	½
69	381	4.4	242	40.8	85–2500	L	G	C	7-2⅝	12⅜	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 33000H	Ros	L4IHV	385	e	CD	128	81	34	39x2½	53x3	½
70	462	4.5	300	45.9	98–2000	L	G	A	7-3	13⅜	PC	Wa	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L4IHV	385	e	CD	128	81	34	39x2½	53x3	½
71	462	4.5	300	45.9	98–2000	L	G	A	7-3	13⅜	PC	Wa	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L4IHV	385	e	RI	128	81	34	39x2½	53x3	½
72	248	4.9	148	25.4	64–3000	L	G	C	7-2⅝	10⅜	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BL	Own	L4IH	302	P	FX	120	72½	33¼	40½x2½	52¾x2½	N
73	309	4.7	183	31.5	75–2500	L	G	C	7-2⅝	10⅜	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BG	Own	O4IMV	427	a	FX	120	72½	33¼	42x2½	54x3	½
74	309	4.7	183	31.5	75–2500	L	G	C	7-2⅝	10⅜	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BF	Own	O4IMV	427	a	FX	132	84½	33¼	44x2½	54x3	½
75	283	4.4	170	28.9	63–2100	L	G	C	3-3	8	PS	Ow	Str	G	RB	NE	D.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	48x3	½
76	283	4.4	170	28.9	63–2100	L	G	C	3-3	8	PS	Ow	Str	G	RB	NE	D.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	56½x3½	N
77	309	4.7	183	31.5	75–2500	L	G	C	7-2⅝	10⅜	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	48x3	½
78	309	4.7	183	31.5	75–2500	L	G	C	7-2⅝	10⅜	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	56½x3½	N
79	414	4.6	261	38.4	98–2400	L	G	C	7-3	12½	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own BM	Own	O4IMV	427	a	FX	120	102½	33¼	44x2½	54x3½	½
80	414	4.6	261	38.4	98–2400	L	G	C	7-3	12½	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own CH	Own	O4IMV	546	a	FX	180	120	33¼	50x3	50½x3½	½
81	414	4.6	261	38.4	98–2400	L	G	C	7-3	12½	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own BC	Own	O4IMV	610	a	FX	120	73	33¼	43¼x3	56½x3½	½
82	414	4.6	261	38.4	98–2400	L	G	C	7-3	12½	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own BC	Own	O4IMV	590	a	JX	120	73	33¼	43¼x3	54x3	½
83	468	4.7	292	43.4	108–2400	L	G	C	7-3	12½	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own BX	Own	O4IMV	619	a	JX	180	120	33¼	53¼x3	54x3	N
84	468	4.7	292	43.4	108–2400	L	G	C	7-3	12½	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own BX	Own	O4IMV	619	a	FX	180	120	33¼	53¼x3	56½x3½	N
85	468	4.7	292	43.4	108–2400	L	G	C	7-3	12½	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own CJ	Own	O4IMV	619	a	FX	180	120	33¼	53½x3½	56½x3½	½
86	525	4.8	350	48.6	125–2300	L	G	C	4-3½	10⅛	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Cle	Own AK	Own	O4IMV	618	a	FX	120	79	33¼	50x3½	59¼x4	½
87	311	5.7	398	54.2	128–2300	L	G	C	4-3½	10⅛	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Cle	Own BQ	Own	O4IMV	618	a	FX	150	102	33¼	50x3½	58¼x3½	½
88	471	4.0	320	40.0	75–1800	L	G	C	3-3	10⅛	PS	Ow	Str	G	RB	NE	P.Ow	Ow	Spi	Own AK	Own	O4IMV	561	a	JX	132	93	37½	48x3½	52x4	½
89	471	4.0	320	40.0	75–1800	L	G	C	3-3	10⅛	PS	Ow	Str	G	RB	NE	P.Ow	Ow	Spi	Own AK	Own	O4IMV	561	a	FX	132	93	37½	48x3½	56x4	½
90	611	5.7	398	54.2	128–2300	L	G	C	4-3½	10⅛	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AK	Ros	O4IMV	561	a	FX	132	93	37½	47¼x3½	58¼x4	½
91	468	4.7	292	43.4	104–2300	L	G	C	7-3	13⅛	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BC	Ros	O4IMV	619	a	FX	212	138	33¼	53¼x3	56½x3½	N
92	471	4.0	320	40.0	75–1800	L	G	C	3-3	10⅛	PS	Ow	Str	G	RB	ns	P.Ow	Ow	Spi	Own AC	Own	O4IMV	561	c	JX	156	104	37½	46x3½	52x4	½
93	471	4.0	320	40.0	75–1800	L	G	C	3-3	10⅛	PS	Ow	Str	G	RB	ns	P.Ow	Ow	Spi	Own AC	Own	O4IMV	561	c	JX	156	104	37½	46x3½	52x4	½
94	471	4.0	320	40.0	75–1800	L	G	C	3-3	10⅛	PS	Ow	Str	G	RB	ns	P.Ow	Ow	Spi	Own AC	Own	O4IMV	561	c	JX	156	104	37½	46x3½	52x4	½
95	611	5.7	398	54.2	128–2300	L	G	C	4-3½	10⅛	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AK	Ros	O4IMV	755	c	2I	156	105	37½	48x3½	52x4	½
96	706	4.4	427	60.0	138–1900	L	G	C	8-3½	10⅛	PS	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AK	Ros	O4IMV	755	c	2I	180	108⅞	37½	46¼x3½	52x4	½
97	255	5.0	170	27.3	68–2600	L	G	C	4-2⅜	7⅝	PC	No	Zen	M	NE	NE	D.Fu	Pe	Blo	Cla 212	Ros	L4IHV	377	P	TX	113	65	32	40x2¼	50x2½	½
98	255	5.4	182	27.3	90–3200	F	G	C	4-2⅜	7⅛	PC	No	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5532	Ros	L4IHV	580	G	TD	118	68	32	44x2½	52x3	½
99	381	4.8	240	40.8	85–2500	L	G	C	7-2⅝	12½	PC	Wa	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5532	Ros	L4IHV	662	G	TD	118	68	32	44x2½	52x3	½
100	381	4.8	240	40.8	85–2500	L	G	C	7-2⅝	12½	PC	Wa	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5532	Ros	L4IHV	662	G	TD	146½	86½	34	44x2½	52x3	½
101	358	5.2	254	38.4	110–2800	F	G	C	7-2⅞	10¾	PC	No	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5572	Ros	L4IHV	662	G	TD	139	85	32	44x2½	54x3½	½
102	462	5.1	324	45.9	125–2600	F	G	C	7-3	13⅞	PC	No	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5572	Ros	L4IHV	770	G	TD	147	96	36	44x3	54x4	½
103	462	5.1	324	45.9	125–2600	F	G	C	7-3	13⅞	PC	No	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5582B	Ros	L6IHV	1095	G	TD	Opt	Opt	36	44x3	54x4	½
104	282	5.0	176	33.8	73–2800	L	G	C	7-2½	10⅜	PC	No	Zen	M	AL	AL	P.BL	Lo	Spi	Tim 30000H	Ros	L4IH	254	a	TD	132	78	34	40x2½	54x3	½
105	282	5.0	176	33.8	73–2800	L	G	C	7-2½	10⅜	PC	No	Zen	M	AL	AL	P.BL	Lo	Spi	Tim 31000H	Ros	L4IH	364	a	TD	132	78	34	40x2½	54x3	½
106	282	5.0	176	33.8	73–2800	L	G	C	7-2½	10⅜	PC	No	Zen	M	AL	AL	P.BL	Lo	Spi	Tim 31000H	Ros	L4IH	364	a	TD	132	78	34	40x2½	54x3	½
107	383	4.4	262	43.3	92–2400	L	G	C	7-2⅝	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 33020H	Ros	L4IH	364	a	TD	156	101	34	40x2½	54x3	½
108	383	4.4	262	43.3	92–2400	L	G	C	7-2⅝	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 33020H	Ros	L4IH	405	a	TD	156	101	34	41½x2½	54x3	½
109	383	4.4	262	43.3	92–2400	L	G	C	7-2⅝	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 35120H	Ros	L4IH	555	a	TD	156	101	34	41½x2½	54x3	½
110	501	4.9	330	48.6	110–2200	L	G	C	7-3	12½	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim26450TW	Ros	W4IA	620	a	TD	168	111¼	34	42x3	56x3½	½
111	228	4.4	143	27.3	60–2400

Line Number	MAKE AND MODEL	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Wei. ht	Chassis Wt. (Stripped)	TIRE SIZE Front	TIRE SIZE Rear	MAJOR UNITS ENGINE Make and Model	ENGINE No. of Cylinders Bore and Stroke	TRANSMISSION Make and Model	TRANSMISSION Location and Forward Speeds	TRANSMISSION Aux. Location and Speeds	REAR AXLE Make and Model	REAR AXLE Gear and Type	REAR AXLE Drive and Torque	REAR AXLE GEAR RATIOS In High	REAR AXLE GEAR RATIOS In Low	FRAME Side Rail Dimensions	FRAME Type
1	Reo (Con.) ..2B-2D	2-3	845	142	166	12500	3865	B6.50/20	DB6.50/20	Own	6-3⅛x5	Own	U 4	O 2	Own	SF	H	5.83	38.4	7x3x¼	C
2	..2H (2J, 2K††)	2-4	1245	142	184	15000	4475	B7.00/20	DB7.00/20	Own	6-3⅜x5	Own	U 4	O 2	Own	SF	H	6.6	42.9	7x¼x¾	C
3	.3H (3J,3K,3M††)	2-5	1795	170	184	17500	5125	B7.50/20	DB7.50/20	Own	6-3⅜x5	Own	U 4	O 2	Own	SF	H	6.5	42.9	9x¼x1¼x3	
4	.4H,4J,4K,4M	4-6	2595	170	205	20000	6280	B9.00/20	DB9.00/20	Own	6-3⅜x5	Own	U 4	O 2	Own	SF	H	6.14	40.5	10x3¼x¼	C
5	Schacht.....10H	1½–2½	1295	156	195	11500	4850	B6.50/20	DB6.50/20	Con 16C	6-3⅜x4½	BL 35	U 4	No	Tim	BF	H	5.83	31.2	6x3x¼	C
6	.....15HA	2½–3½	1735	156	195	13000	5200	B8.25/20	DB8.25/20	Con 16C	6-3⅜x4½	BL 35	U 4	No	Tim	BF	H	6.06	38.5	6x3x¼	C
7	.....20HA	2½–4	2185	160	207	15300	5450	B8.25/20	DB8.25/20	Her WXC	6-4x4½	Own	U 5	No	Tim	BF	R	6.06	38.5	6x3x¼	C
8	.....25HA	3–4½	2695	146	213	19500	5750	B9.00/20	DB9.00/20	Her WXC	6-4x4½	Fu 5A–38	U 5	No	Tim	BF	R	6.02	39.2	7x3x¼	P
9	.....28HA	4–5½	3050	146	227	23000	6600	B9.75/20	DB9.75/20	Her WXC	6-4x4½	Fu 5A–38	U 5	No	Tim	BF	R	6.83	43.8	7x3x¼	P
10	.....30HA	4½–6	3295	146	227	23000	6800	B9.75/20	DB9.75/20	Her WXC	6-4x4½	Fu 5A–38	U 5	No	Wis	2F	R	7.14	46.4	7x3x¼	P
11	.....35HA	5–7	3725	146	227	24000	7400	B9.75/20	DB9.75/20	Her WXC2	6-4½x4½	Fu 5A–38	U 5	No	Own	2F	R	8.00	52.0	8½x3x⅜	P
12	.....40H	5–7	4295	154	235	25500	7600	B9.75/20	DB9.75/20	Her YXC	6-4⅜x4¾	Fu 5A–53	U 5	No	Own	2F	R	7.07	49.7	8½x3x⅜	P
13	.....40HB	7–9	4695	154	235	29500	7750	B10.50/20	DB10.50/20	Her YXC	6-4⅜x4¾	Fu 5A–53	U 5	No	Wis	2F	R	7.07	49.7	8½x3x⅜	P
14	.....66HA	8–11	5895	152	247	35000	9820	B10.50/24	DB10.50/24	Her RXC	6-4½x5¼	Fu 5A–53	U 5	No	Wis	2F	R	7.07	49.8	8½x3x⅜	P
15	.....(T) TRD	10	4150	148	174	35000	7100	B9.00/?0	DB9.00/20	Her YXC	6-4⅜x4¾	Fu 5A–53	U 5	No	Own	2F	R	7.8	56.8	7x3x¼	P
16	.....(T) TRDA	12	4350	148	174	39000	7225	B8.75/20	DB9.75/20	Her YXC3	6-4½x4¾	Fu 5A–53	U 5	No	Own	2F	R	7.8	56.8	7x3x¼	P
17	.....(T) TRDA	15	4595	148	174	45000	7326	B9.75/20	DB9.75/20	Her RXC	6-4½x5¼	Fu 5A–53	U 5	No	Wis	2F	R	7.8	56.8	7x3x¼	P
18	Sterling.....FB40	1½–2	1135	142	162	11000	3450	B6.50/20	DB6.50/20	Con 25A	6-3⅜x4	WG T9	U 4	No	Own	BF	H	5.66	36.2	6x2½x⅜	C
19	.....FB50	2–2½	1240	142	162	11500	3650	B7.00/20	DB7.00/20	Con 25A	6-3⅜x4	WG T9	U 4	No	Own	BF	H	5.66	36.2	6x2½x⅜	C
20	.....FB60	2½–3	1590	142	162	14000	4150	B7.00/20	DB7.00/20	Wau TL	6-3⅜x4¾	WG T9	U 4	No	Own	BF	H	5.83	37.3	6x2½x⅜	C
21	.....FB70	2½–3	2635	174	204	17000	5755	B7 50/20	B7.50/20	Wau ML	6-4x4¾	Own UC7	U 5	No	Own	BF	R	7.4	52.7	10x3¼x¼	L
22	.....FD80	3–4	3065	174	204	21000	6680	B8.25/20	DB8.25/20	Wau 6ML	6-4x4¾	Own UC7	U 5	Op	Own	2F	R	7.8	55.3	10x3¼x¼	L
23	.....FB80 Spec	3½–4	3010	174	204	21000	6680	B8.25/20	B8.25/20	Wau ML	6-4x4¾	Own UC7	U 5	No	Own	BF	R	7.8	55.6	10x3¼x¼	L
24	.....FC90	4	4105	174	204	22000	7480	B9.00/20	DB9.00/20	Wau 6MK	6-4½x4¾	Own UC7	U 5	Op	Own	CD	R	8.66	61.7	10x3¼x¼	L
25	•.....FD90	4	3315	174	204	22000	7480	B9.00/20	B9.00/20	Wau MK	6-4½x4¾	Own UC7	U 5	No	Own	2F	R	8.0	57.0	10x3¼x¼	L
26	.....FD978	4–5	4355	192	222	26000	8200	P36x8	DP36x8	Wau 6SRL	6-4⅜x5½	Own UC2	U 4	Op	Own	w/2F	R	7.75	51.6	12x3¼x¼	L
27	.....FC100	5–5½	4185	192	222	26000	7750	P36x8	DP36x8	Wau 6MK	6-4½x4¾	Own UC2	U 4	Op	Own	CD	R	9.3	61.2	12x3¼x¼	L
28	•.....FD115	5–6	4690	192	222	32000	8750	P40x8	DP40x8	Wau 6SRL	6-4⅜x5½	Own UC2	U 4	Op	Own	w/2F	R	8.20	54.6	12x3¼x¼	L
29	.....FC107	5–6	4700	192	222	27000	8200	P36x8	DP36x8	Wau 6SRL	6-4⅜x5½	Own UC2	U 4	Op	Own	CD	R	8.20	54.6	12x3¼x¼	L
30	•.....FD140	5–6	6285	192	222	35000	10050	P40x8	DP42x9	Wau 6-125	6-4⅜x5½	Own UC2	U 4	Op	Own	w/2F	R	10.0	66.6	15x3¼x¼	L
31	•.....FC135	7–8	4800	192	222	35000	8900	P40x8	DP40x8	Wau 8RL	6-4⅜x5½	Own UC2	U 4	Op	Own	CD	R	9.3	62.2	15x3¼x¼	L
32	•.....FC140	8–8½	5245	200	230	36000	9350	P40x8	DP40x8	Wau 6-125	6-4⅜x5½	Own UC2	U 4	Op	Own	CD	R	8.3	55.2	15x3¼x¼	L
33	•.....FC145	8–8½	6180	200	230	37000	10100	P40x8	DP40x8	Wau AB	6-4½x5¾	Own UC8	U 4	Op	Own	CD	R	9.4	58.9	15x3¼x¼	L
34	•...FW170. FD170	9½–10½	6980	200	230	35000	10550	P40x8	DP44x10	Wau AB	6-4½x5¾	Own UC8	U 4	Op	Own	w/2F	R	10.0	62.7	15x3¼x¼	L
35	•.....FC170	9½–10½	6900	200	230	40000	10550	P40x8	DP42x9	Wau RB	6-5x5¾	Own UC8	U 4	Op	Own	CD	R	9.4	58.9	15x3¼x¼	L
36	.....FD195	12–12½	8925	200	230	39000	10750	B10.50/20	DB10.50/20	Cum H Die.	6-4⅞x6	BL 734	U 4	Op	Wis 1910W	2F	R	8.88	55.8	15x3¼x¼	L
37	Stewart.....41X	¾	695	124	124	.....	2875	B6.50/18	B6.50/18	Lyc	6-3¼x4½	WG	U 4	No	Cla	S½	H	5.4	35.1	6x2¼x⅜	T
38	.....41XS	1	730	134	145	.....	2925	B6.50/18	B6.50/18	Lyc	6-3¼x4½	WG	U 4	No	Cla	S½	H	5.4	35.1	6x2¼x⅜	T
39	.....44X	1½	760	134	176	8500	3250	B6.50/20	B6.50/20	Lyc	6-3¼x4½	WG	U 4	No	Cla	SF	H	5.61	35.8	7½x2¾x⅜	T
40	.....42X	1¾	830	145	176	9000	3525	B6.50/20	B6.50/20	Lyc	6-3¼x4½	WG	U 4	No	Cla	SF	H	5.6	35.8	7½x2¾x⅜	T
41	.....43X	2	1075	145	176	10800	4005	B6.50/20	DB6 50/20	Lyc	6-3⅜x4½	WG	U 4	No	Cla	SF	H	6.3	41.	7½x2¾x⅜	T
42	.....45X	2½	1375	145	190	13500	4350	B7.00/20	DB7.00/20	Lyc	6-3⅜x4½	WG	U 4	No	Cla	SF	R	6.37	40.	7½x2¾x⅜	T
43	.....29XS	2½	1795	145	220	15000	5190	B7.00/20	DB7.00/20	Lyc	6-3¾x4½	BL	U 5	No	Cla	SF	R	7.16	40.	7½x2¾x⅜	T
44	.....32X	3	2090	165	220	18000	5460	B7.50/20	DB7.50/20	Lyc	6-3¾x4½	BL	U 5	No	Cla	SF	R	7.16	40.	9x2¾x⅜	T
45	58-8	3	2290	170	226	18000	6025	B7.50/20	DB7.50/20	Lyc	6-3¾x4½	Fu	U 5	No	Cla	SF	R	7.1	47.	9x2¾x⅜	T
46	.....18X	3½	2690	165	220	20000	6600	B7.50/20	DB7.50/20	Lyc	6-3¾x5	Fu	U 5	No	Tim	WF	R	7.25	47.5	9x2¾x⅜	T
47	48-8	3½	2990	170	241	20000	6750	B8.25/20	DB8.25/20	Lyc	8-3¾x4¾	BL	U 5	No	Cla	WF	R	7.1	47.	9x2¾x⅜	T
48	.....19X	3½	3690	165	235	20000	7110	B9.00/20	DB9.00/20	Lyc	6-3¾x5	Fu	U 4	A 3	Tim	WF	R	7.25	48.	9x2¾x⅜	T
49	38-6	3½–5	3990	170	241	23000	7600	B9.00/20	DB9.00/20	Wau	6-4⅜x5½	BL	U 5	A 3	Tim	WF	R	7.25	48.	9x2¾x⅜	T
50	38-8	3½–5	3990	170	241	23000	7600	B9.00/20	DB9.00/20	Lyc	8-3¾x4¾	BL	U 5	A 3	Tim	WF	R	7.25	48.	9x2¾x⅜	T
51	.....31X	5–6	5390	165	235	30000	9340	B9.75/20	DB9.75/20	Wau	6-4⅜x5½	BL	U 4	A 3	Tim	WF	R	8.2	148.	9 x2¾x⅜	T
52	.....27XS	7–8	6190	165	235	33000	10300	B10.50/24	DB10.50/24	Wau	6-4⅜x5½	BL	U 4	A 3	Tim	WF	R	10.1	148.	9 x2¾x⅜	T
53	Studebaker. .(1)S-2	1½–2	670	130	165	9000	3110	B6.00/20	P32x6	Own	6-3¼x4⅝	WG T9	U 4	No	Cla B373	SF	H	5.66	36.2	7x2¾x⅜	T
54	8-4	1¾–2½	785	130	165	10500	3445	B6.00/20	DB6.50/20	Own	6-3¼x4⅝	WG T9	U 4	No	Cla B412	SF	H	6.8	43.5	7x2¾x⅜	T
55	8-6	2-3	945	141	165	12000	4095	B6.50/20	DB6.50/20	Own	6-3¼x4⅝	WG T9	U 4	No	Tim 54200	SF	H	6.8	43.5	7x2¾x⅜	T
56	8-8	3-4	1395	141	183	16000	4875	B6.50/20	DP32x6	Own	6-3¼x4⅝	WG T9	U 4	A 2	Tim 58200	SF	H	7.8	75.8	8x2¾x¼	T
57	.W-841 (865–883)	2-4	1795	141	183	16600	..	B6.50/20	DP32x6	Wau 6-110	6-4x4¾	Cla R900	U 5	No	Tim 58200	SF	H	6.8	55.2	8x2¾x¼	.
58	Ward La Fr...25R14	2½	2800	196	208	14000	6000	B7.50/20	DB7.50/20	Wau ML	6-4x4¾	BL 324	U 4	No	Tim 54200H	SF	R	Opt	Opt	12x3x¼	B
59	.....25R16	3	2975	197	208	16000	6200	B8.25/20	DB8.25/20	Wau ML	6-4½x4¾	BL 324	U 4	No	Tim 56200H	SF	R	Opt	Opt	12x3¼x¼	B
60	.....25R18	3-4	3275	196	208	18000	6400	B9.00/20	DB9.00/20	Wau MK	6-4½x4¾	BL 324	U 4	No	Tim 58205H	SF	R	Opt	Opt	12x3x¼	B
61	.....30R19	3-4	3675	197	226	19000	7000	B9.00/20	DB9.00/20	Wau MK	6-4½x4¾	BL 524	U 4	No	Tim 65200H	WF	R	Opt	Opt	12x3¼x⅜	B
62	320	3-4	3825	197	226	19000	7175	B9.00/20	DB9.00/20	Wau SRL	6-4⅜x5½	BL 534	U 4	No	Tim 58205H	SF	R	Opt	Opt	12x3¼x⅜	B
63	.....30R-20	3-4	4300	196	226	20000	7260	B9.00/20	DB9.00/20	Wau SRL	6-4⅜x5½	BL 534	U 4	No	Tim 65200H	WF	R	Opt	Opt	12x3¼x⅜	B
64	.....30R23	3½–5	4175	196	226	23000	7300	B9.75/20	DB9.75/20	Wau MK	6-4½x4¾	BL 524	U 4	No	Tim 65720H	WF	R	Opt	Opt	12x3¼x⅜	B
65	.....35R	4–5	4975	196	226	25000	8700	B9.75/20	DB9.75/20	Wau SRL	6-4⅜x5½	BL 534	U 4	No	Tim 65720H	WF	R	Opt	Opt	12x3¼x⅜	B
66	.....335RWS	7½	5450	205	224	26000	9360	B9.75/24	DB9.75/24	Wau SRL	6-4⅜x5½	BL 534	U 4	No	Tim 65720W	WF	R	Opt	Opt	14x3x¼	B
67	.....75RH	7½	6350	210	231	30000	10500	B10.50/20	DB10.50/20	Wau RB	6-5x5¾	BL 734	U 4	No	Tim 66720H	WF	R	Opt	Opt	14x3¼x¼	T
68	.....55RH	7½	5350	203	224	30000	10000	B10.50/20	DB10.50/20	Wau SRK	6-4⅝x5½	BL 724	U 4	No	Tim 66720H	WF	R	Opt	Opt	14x3¼x¼	T
69	.....55RWS	7½	5750	205	224	30000	10050	B10.50/20	DB10.50/20	Wau SRK	6-4⅝x5½	BL 724	U 4	No	Tim 66720W	WF	R	Opt	Opt	14x3¼x¼	T
70	.....50D	7½–10	5975	159	173	36000	11000	P40x8	DP40x8	Wau SRL	6-4⅝x5⅛	BL 724	U 4	No	Tim 68702D	WF	R	Opt	Opt	14x3¼x¼	T
71	.....100RW	10	7350	210	231	36000	11500	B10.50/24	DB10.50/24	Wau RB	6-5x5¾	BL 734	U 4	No	Tim 68720W	WF	R	Opt	Opt	14x3¼x¼	T
72	.....75RWS	10	6750	211	231	30000	11300	B10.50/20	DB10.50/20	Wau RB	6-5x5¾	BL 734	U 4	No	Tim 66720W	WF	R	Opt	Opt	14x3¼x¼	T
73	White (12).....60R	1¼–1½	1850	112	112	.....	3995	B7.00/20	B7.00/20	Own 2A	6-3½x4⅛	Own 3BC	U 3	No	Own 4C	S½	H	5.87	22.2	5x2¾x⅜	C
74	701	1¼–1½	1085	132	156	.....	3970	B7.00/20	B7.00/20	Own 8A	6-3⅛x4⅜	Own 18BA	U 4	No	Own 19CA	SF	H	5.88	37.6	7x2¾x⅜	C
75	.....701A	1½	1110	132	156	.....	4000	B7.50/20	B7.50/20	Own 8A	6-3⅛x4⅜	Own 183A	U 4	No	Own 19CA	SF	H	5.88	37.6	7x2¾x⅜	.
76	161	1¼–1½	1700	138	157	.....	4420	B7.50/20	B7.50/20	Own GRCB	4-4x5¾	Own 8B	U 4	No	Own 4C	S½	H	4.73	19.5	6x2⅝x⅜	C
77	702	1½–2	1185	132	156	.....	4225	B7.00/20	DB7.00/20	Own 8A	6-3⅛x4⅜	Own 18BA	U 4	No	Own 19CA	SF	H	5.88	37.6	7x2¾x⅜	C
78	.....702A	2	1222	132	156	.....	4275	B7.50/20	DB7.50/20	Own 8A	6-3⅛x4⅜	Own 18BA	U 4	No	Own 19CA	SF	H	5.88	37.6	7x2¾x⅜	.
79	162	1¼–2	1900	138	157	.....	4710	B7.00/20	DB7.00/20	Own GRCB	4-4x5¾	Own 8B	U 4	No	Own 4CB	S½	H	4.73	19.5	6x2⅝x⅜	C
80	611	2–2½	2450	148	196	.....	4960	B7.00/20	DB7.00/20	Own 4AB	6-3¾x4½	Own 5B	U 4	No	Own 7C	S½	H	5.67	23.4	6⅝x3⅛x¼	C
81	211	2–2½	2300	148	198	.....	5170	B7.00/20	DB7.00/20	Own GRCB	4-4x5¾	Own 8B	U 4	No	Own 7C	S½	H	5.67	23.4	6⅝x3⅛x¼	C
82	612	2½–3	2800	148	196	.....	5295	B7.50/20	DB7.50/20	Own 4AB	6-3¾x4½	Own 5B	U 4	No	Own 7CB	S½	H	5.67	23.4	6⅝x3⅛x¼	C
83	212	2½–3	2650	148	198	.....	5500	B7.50/20	DB7.50/20	Own GRCB	4-4x5¾	Own 8B	U 4	No	Own 7CB	S½	H	5.67	23.4	6⅝x3⅛x¼	C
84	620	2½–3	4350	157	195	.....	7430	B8.25/20	DB8.25/20	Own 7A	6-4⅛x5¼	Own 4B	U 4	No	Own 14C	SF	R	6.38	41.8	7½x2⅛x⅜	C
85	.....612K	2½–3	2950	140	180	.....	5445	B7.50/20	DB7.50/20	Own 4AB	6-3¾x4½	Own 5B	U 4	No	Own 7CB	S½	H	5.67	23.4	6⅝x3⅛x¼	C
86	.....51A	2½–4	3750	170	190	.....	6438	S36x5°	S36x5°	Own GRB	4-4¼x5¾	OwnGRBA	U 4	No	Own 51A	S½	R	7.14	35.6	8x3¼	C
87	618	3-4	3600	166	206	.....	6675	B9.00/20	DB9.00/20	Own 4AB	6-3¾x4	Own 11BA	U 5	No	Own 14CB	2F	R	8.15	61.8	8x3¼x¼	C
88	621	3-4	4650	157	195	.....	7945	B9.00/20	DB9.00/20	Own 7A	6-4⅛x5¼	Own 4B	U 4	No	Own 10C	SF	R	6.33	41.4	7½x2⅛x⅜	C
89	.....618K	3-4	3750	158	198	.....	6820	B9.00/20	DB9.00/20	Own 4AB	6-3¾x4½	Own 11BA	U 5	No	Own 14CB	2F	R	8.15	61.8	8x3¼x¼	C
90	.....620K	3-4	4675	168	215	.....	7825	B9.00/20	DB9.00/20	Own 7A	6-4⅛x5¼	Own 4B	U 4	No	Own 14CB	SF	R	7.32	47.9	8x3x¼	C
91	630	3-4½	5000	168	215	.....	8500	B9.00/20	DB9.00/20	Own 7A	6-4⅛x5¼	Own 4B	U 4	No	Own 10C	SF	R	6.33	41.4	8x3x¼	C
92	.....630K	3-4½	5200	168	214	.....	9290	B9.00/20	DB9.00/20	Own 7A	6-4⅛x5¼	Own 4B	U 4	No	Own 10C	SF	R	63.3	41.4	8x3x¼	C
93	640	3-4½	6100	180	214	.....	9510	B9.00/20	DB9.00/20	Own 5AC	6-4⅝x5¾	Own 10B	U 4	No	Own 10C	SF	R	5.18	33.2	8¼x3⅛x¼	C
94	.....640K	3-4½	6300	180	214	.....	10200	B9.00/20	DB9.00/20	Own 5AC	6-4⅝x5¾	Own 10B	U 4	No	Own 10C	SF	R	5.18	32.2	8¼x3⅛x¼	C
95	58	3-5	4400	180	195	.....	7797	S36x5°	DS36x5°	Own GRB	4-4¼x5¾	Own 4B	U 4	No	Own 2C	2F	R	7.6	49.7	8¼x3⅛x¼	C
96	.....58-SS	7½	5300	196	196	.....	9300	B10.50/24	DB10.50/24	Own GRB	4-4¼x5¾	Own 4B	U 4	No	Own 6C	2F	R	11.8	77.5	10½x3x⅜	C
97	55	5	4650	174	215	.....	8737	S36x5°	DS40x5	Own GRB	4-4¼x5¾	OwnGRBA	U 4	No	Own 55	2F	R	10.1	66.1	8x18.4 lb.	
98	631	3½–6	5750	168	215	.....	9000	B9.75/20	DB9.75/20	Own 7A	6-4⅛x5¼	Own 4B	U 4	No	Own 2C	2F	R	8.70	56.9	8x3x¼	C
99	.....631K	3½–6	5950	168	215	.....	9250	B9.75/20	DB9.75/20	Own 7A	6-4⅛x5¼	Own 4B	U 4	No	Own 2C	2F	R	8.70	56.9	8x3x¼	C
100	.....631X	7½	6100	215	215	.....	10000	B10.50/20	DB10.50/20	Own 7A	6-4⅛x5¼	Own 4B	U 4	No	Own 2C	2F	R	10.15	66.4	8¼x3⅛x¼	C
101	641	3½–6	6450	180	214	.....	10010	B9.75/20	DB9.75/20	Own 5AC	6-4⅝x5¾	Own 10B	U 4	No	Own 2C	2F	R	7.16	44.5	8¼x3⅛x¼	C
102	.....641K	3½–6	6650	180	214	.....	10260	B9.75/20	DB9.75/20	Own 5AC	6-4⅝x5¾	Own 10B	U 4	No	Own 2C	2F	R	7.16	44.5	8¼x3⅛x¼	C
103	642	4-7½	6750	180	214	.....	10910	B9.75/24 .	DB9.75/24	Own 5AC	6-4⅝x5¾	Own 10B	U 4	No	Own 13C	2F	R	10.2	63.4	8¼x3⅛x¼	C
104	52	5-7½	5100	174	215	.....	9409	S36x6°	S40x12	Own GRB	4-4¼x5¾	OwnGRBA	U 4	No	Own 52	2F	R	11.7	58.4	8x18.4 lb.	I
105	643	5–9	6950	180	214	.....	11210	B10.50/24	DB10.50/24	Own 5AC	6-4⅝x5¾	Own 10B	U 4	No	Own 13C	2F	R	10.2	63.4	8¼x3⅛x¼	C
106	691	7–9	7250	129	129	.....	12200	B10.50/24	DB10.50/24	Own 5AD	6-4⅝x5¾	Own 10BB	U 5	No	Own 13CB	2F	R	10.2	63.4	8¼x3⅛x¼	C
107	Willys.....77	.....	445	100	100	.....	.....	B5.00/17	B5.00/17	Own 77	4-3⅛x4⅜	Own 77	U 3	No	Own 77	S½	H	4.3	12.5	3¾x1¼x⅜	T
	Four-Wheel-Drive																				
108	Coleman.....E52	2½	3800	120	144	12800	7200	B9.00/24	B9.00/24	Bud K393	6-4⅛x4¾	Fu RU 16	U 4	A 2	Wis CR15	2F	H	Opt	Opt	10x2½x⅜	B
109	.....E53	3½	5300	130	180	18900	8000	B9.75/24	B9.75/24	Bud K428	6-4½x4¾	Fu MRU16	U 4	A 2	Wis CR26	2F	H	Opt	Opt	12x2½x⅜	B
110	.....E54	4–5	5600	130	180	20400	8800	B10. 50/24	B10.50/24	Bud L468	6-4¼x5½	Fu MRU16	U 4	A 2	Wis CR30	2F	H	Opt	Opt	12x2½x1⅛	B
111	.....E55	5	6150	130	180	23000	9600	B11.25/24	B11.25/24	Bud L525	6-4½x5½	Fu MRU16	U 4	A 2	Wis CR30	2F	H	Opt	Opt	12x2½x1⅛	B
112	.....E558	5–6	7200	144	180	24500	10600	B11.25/24	B11.25/24	Bud L525	6-4½x5½	Fu MHU16	U 4	A 2	Wis CR122	2F	H	Opt	Opt	12x2⅝x1¼	B
113	.....E56	6–7½	7800	144	180	29800	11600	B10.50/24	DB10.50/24	Bud GF6	6-4¼x6	Fu MHU	U 4	A 2	Wis CR122	2F	H	Opt	Opt	12x2⅝x1¼	B
114	.....E57	7½–10	9700	144	180	32000	12400	B11.25/24	DB11.25/24	Ste LT6	6-6¼x6	BL 714	U 4	A 2	Wis CR122	2F	H	Opt	Opt	16x3¼x¼	B
115	Corbitt (3)...10FB6	1½–2	2300	Op	Op	.....	4420	B6.50/20	DB6.50/20	Con 25A	6-3⅜x4	BL 214	U 4	A 2	Tim 53200H	SF	H	6.20	Opt	8½x3x⅜	T
116	.....9FB6	2–2½	3200	Op	Op	.....	5060	B7.00/20	DB7.00/20	Con 20C	6-3⅜x4⅝	BL 224	U 4	A 2	Tim 54200H	SF	H	6.80	Opt	8½x3x⅜	T
117	.....12FB6	2½–3½	4000	Op	Op	.....	5630	B7.50/20	DB7.50/20	Con E602	6-4⅛x4½	FuL 5A38	U 5	A 2	Tim 56200H	SF	H	7.40	Opt	9x3x¼	T
118	(Cont.)....12FD6	2½–3½	4300	Op	Op	.....	5730	B7.50/20	DB7.50/20	Con E602	6-4⅛x4½	FuL 5A38	U 5	A 2	Wis 4916L	2F	H	7.36	Opt	9x3x¼	T

Line Number	ENGINE DETAILS: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetors Make	FUEL SYST.: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make, Location Type Operation	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	BRAKES: Hand Location, Type	BODY MOUNTING DATA: Cab to Rear of Frame	BODY MOUNTING DATA: Cab to Rear Axle	BODY MOUNTING DATA: Width of Frame	SPRINGS: Front	SPRINGS: Rear	Auxiliary Type
1	268	4.9	175	27.3	75-2800	L	C	A	7-2⅝	12	CC	No	Str	M	DR	DR	P.Lo	Ow	Cle	Own	Ros	L4IH	289	a	2I	105	60	34	40x2¼	52x2½	½
2	268	4.9	175	27.3	75-2800	L	C	A	7-2⅝	12	CC	No	Str	M	DR	DR	P.BL	Mc	Cle	Own	Ros	L4IH	289	a	TX	116	60	34	40x2½	52x2½	½
3	309	4.9	200	31.5	85-2800	L	C	A	7-2⅝	12	CC	No	Str	M	DR	DR	P.BL	Mc	Cle	Own	Ros	L4IH	344	a	FD	124	68	34	44x3	54x3	½
4	358	4.9	230	36.4	110-2800	L	C	A	9-2⅝	12½	FP	Mo	Sch	M	DR	DR	dp.Lo	Mc	Cle	Own	Ros	L4IHV	396	a	FD	143	83	34	44x3	56x3½	½
5	248	5.1	150	27.3	65-2600	L	G	C	7-2⅝	10¾	FP	No	Str	M	DR	DR	D.BL	Yo	Spi	Tim	Ros	L4IH	380	G	TX	129½	Opt	31½	40x2¼	50x3	½
6	248	5.1	150	27.3	65-2600	L	G	C	7-2⅝	10¾	FP	No	Str	M	DR	DR	D.BL	Yo	Spi	Tim	Ros	L4IH	452	G	TX	129½	Opt	31½	40x2¼	50x3	½
7	339	4.7	225	38.4	73-2200	L	G	C	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.BB	Yo	Spi	Tim	Ros	L4IHV	452	G	TX	129¼	Opt	31½	40x2¼	50x3	½
8	339	4.7	225	38.4	73-2200	L	G	C	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Tim	Ros	L4IHV	578	G	TX	106	Opt	31½	40x2¼	50x3	½
9	339	4.7	225	38.4	73-2200	L	G	C	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	658	G	TX	106	Opt	31½	40x2½	50x3	½
10	339	4.7	225	38.4	73-2200	L	G	C	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	658	G	TX	106	Opt	31½	40x2½	50x3	½
11	360	4.7	238	40.3	80-2200	L	G	C	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	768	H	TD	106	Opt	31½	40x2½	50x3	½
12	428	4.4	280	45.9	93-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	768	H	TD	106	Opt	31½	40x2½	50x3	½
13	428	4.4	280	45.9	93-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	G	TD	106	Opt	31½	40x2¼	50x3	½
14	529	4.9	355	51.2	115-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Own	Ws4IA	847	G	TD	118	Opt	31½	42x3	60x3½	½
15	428	4.4	280	45.9	93-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	92⅞	Opt	31½	40x2½	50x3	½
16	478	4.4	318	51.2	103-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	92⅞	Opt	31½	40x2½	50x3	½
17	529	4.4	355	51.2	115-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	92⅞	Opt	31½	40x2½	50x3	½
18	214	5.0	137	28.0	72-3300	L	C	A	4-2⅝	6¾	CC	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 30000H	Ros	L4IH	269	P	TX	96	57	34	38x2¼	50x2¼	½
19	214	5.0	137	28.0	72-3300	L	C	A	4-2⅝	6¾	CC	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 30000H	Ros	L4IH	269	P	TX	96	57	34	38x2¼	50x2¼	½
20	255	5.0	175	28.0	68-2600	L	G	C	4-2⅝	7⅝	CC	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 31000H	Ros	L4IH	282	P	TX	96	57	34	38x2¼	50x2½	½
21	358	4.4	230	38.4	80-2500	L	G	C	7-2⅛	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 31000H	Ros	L4IHV	330	a	CX	144	91	34	42x2¼	54x3	½
22	358	4.4	230	38.4	80-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 33000H	Ha	L4IHV	396	a	CX	144	91	34	42x2¼	54x3	½
23	358	4.4	230	38.4	80-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 33000H	Ha	L4IHV	392	a	CX	144	91	34	42x2¼	54x3	½
24	381	4.4	240	40.8	85-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 33000H	Ha	O21MV	466	a	JX	144	91	34	42x2¼	54x3	½
25	381	4.4	240	40 8	85-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 33000H	Ha	L4IHV	397	a	CX	144	91	34	42x2¼	54x3	½
26	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅛	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 35000H	Ros	L4IHV	664	a	CX	172	108	34	48x3	54x3	½
27	381	4.4	240	40.8	85-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 35000H	Ros	O21MV	576	a	JX	172	108	34	48x3	54x3	½
28	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅛	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 35000H	Ros	L4IHV	664	a	CX	172	108	34	48x3	54x3	½
29	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅛	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 35000N	Ros	O21MV	576	a	JX	172	108	34	48x3	54x3	½
30	462	4.5	300	45.9	125-2400	L	G	C	7-3	13⅛	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450TN	Ros	Ws4IA	690	a	CX	172	108	34	48x3	60x4	½
31	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅛	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	O21MV	500	a	JX	172	108	34	48x3	54x3	½
32	489	4.5	295	43.4	125-2400	L	G	C	4-3½	11⅝	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	O21MV	666	a	JX	168	107	34	48x3	54x3	½
33	549	4.5	330	48.6	99-2000	L	G	C	4-3½	11⅝	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	O21MV	666	a	JX	168	107	34	48x3	54x3	½
34	549	4.5	330	48.6	99-2000	L	G	C	4-3½	11⅝	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27050TW	Ros	Ws4IA	690	a	CX	163	107	34	48x3	60x4	½
35	677	4.4	440	60.0	125-2000	L	G	A	4-3½	11⅝	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27450N	Ros	O21MV	666	a	JX	168	107	34	48x3	54x3	½
36	672	17.	420	57.0	125-1800	H	G	C	7-3½	16½	CC	En	No	M	CI	LN	P &L	Mo	Spi	Tim 27450TW	Ros	Ws4IA	718	a	CX	163	107	34	48x3	60x4	½
37	224	4.8	142	25.3	62-2800	L	G	C	4-2¾	8¼	CC	No	Zen	P	DR	DR	P.BB	Fe	Spi	Spi	Ros	B4IM	180	a	4X	81	41¾	32½	38½x2¼	50x2½	N
38	224	4.8	142	25.3	62-2800	L	G	C	4-2¾	8¼	CC	No	Zen	P	DR	DR	P.BB	Fe	Spi	Spi	Ros	B4IM	180	a	4X	92	51½	32½	38½x2¼	50x2½	N
39	224	4.8	142	25.3	62-2800	L	G	C	4-2¾	8¼	CC	No	Zen	P	DR	DR	P.BB	Fe	Spi	Spi	Ros	B4IM	226	a	TX	92	51½	32½	38½x2¼	50x2½	N
40	224	4.8	142	25.3	62-2800	L	G	C	4-2¾	8¼	CC	No	Zen	P	DR	DR	P.BB	Fe	Spi	Spi	Ros	B4IM	317	a	TX	92	51½	32½	38x2½	50x2½	N
41	242	5.	162	27.3	65-2800	L	G	C	4-2¾	8¼	CC	No	Zen	P	DR	DR	P.BB	Fe	Spi	Spi	Ros	B4IM	317	a	TX	103¼	62⅝	32½	38½x2¼	50x2½	½
42	242	5.	162	27.3	65-2800	L	G	C	4-2¾	8¼	CC	No	Zen	P	DR	DR	P.BB	Fe	Spi	Spi	Ros	B4IM	349	a	TX	104⅜	58⅝	32½	38½x2¼	50x3	½
43	299	5.0	193	33.8	85-2750	L	G	C	4-2¾	9⅛	FP	Mo	Str	P	DR	DR	P.BL	Fe	Spi	Cla	Ros	B4IM	524	a	TX	104½	58⅝	32½	38x2¼	50x3	½
44	299	5.0	193	33.8	85-2750	L	G	C	4-2¾	9⅛	FP	Mo	Str	P	DR	DR	P.BL	Fe	Spi	Cla	Ros	B4IM	594	a	TX	127⅞	79⅛	32½	38x2¼	50x3	½
45	322	4.6	224	36.2	90-2750	L	G	C	4-2¾	10	FP	Mo	Str	P	DR	DR	P.Fu	Fe	Spi	Tim	Ros	B4IM	594	a	TX	129¾	79⅛	32¼	40x3	56x3	½
46	354	5.2	225	36.5	90-2750	L	G	C	4-2¾	10	FP	Mo	Str	P	DR	DR	P.Fu	Fe	Spi	Cla	Ros	B4IM	670	a	TX	126⅜	79⅛	32¼	40x3	56x3	½
47	420	5.2	300	44.4	130-2800	L	G	C	5-2¾	12¾	FP	No	Str	P	DR	DR	P.BL	Fe	Spi	Cla	Ros	B4IMV	594	a	TX	128¼	75⅛	32¼	40x3	56x3	½
48	354	4.6	224	36.2	90-2750	L	G	C	4-2¾	10	FP	Mo	Str	P	DR	DR	D.Fu	Fe	Spi	Eat	Ros	B4IM	670	a	TX	126⅜	76¼	32¼	40x3	56x3	½
49	462	4.6	300	45.9	100-2000	L	G	C	7-3	12⅞	FP	Mo	Str	P	DR	DR	P.BL	Fe	Spi	Eat	Ros	B4IMV	670	a	TX	128⅛	75⅝	32¼	40x3	56x3	½
50	420	5.2	300	44.4	130-2800	L	G	C	5-2¾	12¾	FP	No	Str	P	DR	DR	P.BL	Fe	Spi	Eat	Ros	B4IMV	670	a	TX	128⅛	75⅝	32¼	40x3	56x3	½
51	516	4.5	330	51.2	110-2000	L	G	C	7-3	12⅞	FP	Wa	Str	P	DR	DR	P.BL	Mo	Spi	Eat	Ros	B4IMV	708	a	TX	128⅞	73⅞	34	40x3	56x4	½
52	516	4.5	330	51.2	110-2000	L	G	C	7-3	12⅞	FP	Wa	Str	P	DR	DR	P.BL	Mo	Spi	Eat	Ros	Ws4IA	902	a	TX	128⅞	73⅞	34	40x3	56x4	½
53	230	4.6	154	25.4	75-3200	L	G	C	4-2½	8⅞	CC	No	Str	M	DR	DR	P.Lo	Mc	MM	Cla F212	Ros	B4IM	231	a	4I	83¼	48⅛	33⅜	36x1¾	45x2½	½
54	230	4.6	154	25.4	75-3200	L	G	C	4-2½	8⅞	CC	Ha	Str	M	DR	DR	P.Lo	Mc	MM	Cla F212	Ros	B4IMV	231	a	4I	83¼	48⅛	33⅜	36x1¾	45x2½	½
55	230	4.6	154	25.4	75-3200	L	G	C	4-2½	8⅞	CC	Ha	Str	M	DR	DR	dp.Lo	Mc	MM	Tim 31010	Ros	B4IMV	284	D	4I	97¼	60	34	39x2	56x3	½
56	230	4.6	154	25.4	75-3200	L	G	C	4-2½	8⅞	CC	Ha	Str	M	DR	DR	dp.Lo	Mc	MM	Tim 31020	Ros	B4IMV	420	a	4I	97⅞	60	34⅞	39x2½	56x3	½
57	355	5.1	254	38.4	110-2800	F	G	A	7-2¼	12½	FP	Wa	Str	M	DR	DR	dp.Lo	Mc	MM	Tim 31020	Ros	B4IMV	420	a	4I	97⅞	60	34⅞	39x2½	56x3	..
58	358	4.6	228	38.4	80-2400	L	G	C	7-2½	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	282	a	TD	144	90⅜	33	41x2¼	52x3	½
59	358	4.6	228	38.4	80-2400	L	G	C	7-2½	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	330	a	TD	144	90⅜	33	41x2½	52x3	½
60	381	6.5	242	40.8	85-2500	L	G	C	7-2½	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	391	a	TD	144	90⅜	33	41x2½	52x3	½
61	381	6.5	242	40.8	85-2500	L	G	C	7-2½	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	391	a	TD	168	105⅛	33	41x2½	52x3	½
62	462	4.6	300	45.9	102-2400	L	G	C	7-3	13⅛	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	391	a	TD	168	105⅛	33	41x2½	52x3	½
63	462	4.6	300	45.9	102-2400	L	G	C	7-3	13⅛	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	391	a	TD	168	105⅛	33	41x2½	52x3	½
64	381	6.5	242	40.8	85-2500	L	G	C	7-2½	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	460	a	TD	168	105⅛	33	41x2½	52x3	½
65	462	4.6	300	45.9	102-2200	L	G	C	7-3	13⅛	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	460	a	TD	168	105⅛	33	41x2½	52x3	½
66	462	4.6	300	45.9	102-2400	L	G	C	7-3	13⅛	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim35100TW	Ros	Ws4IA	617	a	TD	207	115⅛	33	42x3	56x3½	½
67	677	5.5	465	60.	145-2000	L	G	C	4-3½	11¼	FP	Wa	Zen	M	DR	DR	dp. BL	Pe	Spi	Tim27452H	Ros	L4IHV	560	a	TD	192	117½	33	42x3	56x3½	½
68	517	4.6	335	51.3	110-2300	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	560	a	TD	192	117½	33	40x3	56x3½	½
69	517	4.6	335	51.3	110-2300	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	dp. BL	Pe	Spi	Tim35100TW	Ros	Ws4IA	617	a	TD	207	115⅛	33	40x3	56x3½	½
70	462	4.6	300	45.9	102-2400	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 16302	Ros	T2IMV	470	a	TD	124	88	37	44x3	56x3½	½
71	677	5.5	465	60.	145-2000	L	G	C	4-3½	11¼	FP	Wa	Zen	M	DR	DR	dp. BL	Pe	Spi	Tim27452TW	Ros	Ws4IA	746	a	TD	192	117½	33	42x3	56x4	½
72	677	5.5	465	60.	145-2000	L	G	C	4-3½	11¼	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim27452TW	Ros	Ws4IA	617	a	TD	207	115¾	33	42x3	56x3½	½
73	260	4.8	150	29.4	54-2100	L	G	C	8-2⅝	10⅛	FP	No	Zen	M	DR	LN	P.Ow	Ow	Spi	Own 4D	Ha	L4IH	276	a	TX	.....	.....	34½	39x2¼	50x2½	N
74	240	4.6	150	26.3	*68-2800	L	G	C	4-2½	8¼	FP	Mo	Str	M	DR	DR	P.Lo	Ow	Spi	Own 4D	Ros	L4IHV	276	a	TX	98	60	34	39x2¼	50x2½	N
75	240	4.6	150	26.3	*68-2800	L	G	C	4-2½	8¼	FP	Mo	Str	M	DR	DR	P.Lo	Ow	Spi	Own 4D	Ros	L4IHV	276	a	TX	98	60	34	39x2¼	50x2½	N
76	289	4.3	170	25.6	*68-2800	L	G	C	3-2¼	11⅝	FP	Ow	Zen	V	DR	DR	P.Ow	Ow	MM	Own 4D	Ha	L4IH	276	a	TX	98	60	34	39x2¼	50x2½	N
77	240	4.6	150	26.3	*68-2800	L	G	C	4-2½	8¼	FP	Mo	Str	M	DR	DR	P.Lo	Ow	Spi	Own 4D	Ros	L4IHV	276	a	TX	98	60	34	39x2¼	50x2½	½
78	240	4.6	150	26.3	*68-2800	L	G	C	4-2½	8¼	FP	Mo	Str	M	DR	DR	P.Lo	Ow	Spi	Own 4D	Ros	L4IHV	276	a	TX	98	60	34	39x2¼	50x2½	½
79	289	4.3	170	25.6	45-1800	L	G	C	3-2¼	11⅝	FP	Ow	Zen	V	DR	DR	P.Ow	Ow	MM	Own 4D	Ha	L4IH	276	a	TX	112	58¼	34½	39x2½	50x2½	N
80	299	5.5	202	33.7	77-2400	L	G	C	7-2⅝	10⅛	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 7D	Ha	L4IH	343	a	TX	115⅞	68⅛	34½	41x2½	54x3	N
81	289	4.3	170	25.6	45-1800	L	G	C	3-2¼	11⅝	FP	Ow	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 7D	Ha	L4IH	343	a	TX	115⅞	68⅛	34½	41x2½	54x3	N
82	299	5.5	202	33.7	77-2400	L	G	C	7-2⅝	10⅛	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 7D	Ha	L4IHV	343	a	CX	115⅞	68⅛	34½	41x2½	54x3	N
83	289	4.3	170	25.6	45-1800	L	G	C	3-2¼	11⅝	FP	Ow	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 7D	Ha	L4IHV	343	a	TX	115⅞	68⅛	34½	41x2½	54x3	N
84	434	4.9	275	42.08	105-2100	H	C	S	7-2¾	13½	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 11D	Ros	LO4IHV	414	a	CI	107½	67¼	34	41x2½	54x3	N
85	299	5.5	202	33.7	77-2400	L	G	C	7-2⅝	10⅛	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 7D	Ha	L4IH	343	a	TX	123¾	76¾	34	41x2½	54x3	N
86	326	4.3	207	28.9	54-1600	L	G	C	3-2¼	11⅝	FP	Ow	Zen	V	Ei	ns	P.Ow	Ow	Spi	Own 51A	Own	O21M	335	a	CX	146	84¾	34	40½x2½	54½x3	N
87	299	5.5	202	33.7	77-2400	L	G	C	7-2⅝	10⅛	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 11DC	Ros	LO4IHV	414	a	2I	140⅛	84⅛	34	41x2½	54x3	N
88	434	4.9	275	42. 08	105-2100	H	C	S	7-2¾	13½	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 11D	Ros	LO4IHV	484	a	2I	107½	67½	34	41x2½	54x3½	N
89	299	5.5	202	33.7	77-2400	L	G	C	7-2⅝	10⅛	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 11DC	Ros	LO4IHV	414	a	2I	150⅝	74¾	34	41x2½	54x3	N
90	434	4.9	275	42.0	105-2100	H	C	S	7-2¾	13½	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O4IHV	483	a	CI	160	100	34⅛	42x3	56x3½	½
91	434	4.9	275	42.08	105-2100	H	C	S	7-2¾	13½	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 6D	Ros	O4IHV	553	a	CI	144⅞	84⅞	34⅛	42x3	56x3½	½
92	434	4.9	275	42.0	105-2100	H	C	S	7-2¾	13½	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O4IHV	591	a	CI	160	100	34⅛	42x3	56x3½	½
93	580	4.6	385	51.3	130-2100	H	C	S	7-3	15⅜	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spi	Own 6D	Ros	O4IA	553	a	CI	156¾	91¾	34⅛	42x3	56x3½	½
94	580	4.6	385	51.3	130-2100	H	C	S	7-3	15⅜	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	591	a	CI	172	107	34⅛	42x3	56x3½	½
95	326	4.3	207	28.9	54-1600	L	G	C	3-2¼	11⅝	FP	Ow	Zen	V	Ei	ns	P.Ow	Ow	Spi	Own 2D	Own	OPXM	224	a	2I	148½	93½	34½	40¼x3	56x3½	½
96	326	4.3	207	28.9	54-1800	L	G	C	3-2¼	11⅝	FP	Ow	Zen	V	LN	LN	P.Ow	Ow	Spi	Own 9D	Ros	OPXM	224	a	2I	176	120	38½	42x3	57x5	N
97	326	4.3	207	28.9	54-1600	L	G	C	3-2¼	11⅝	FP	Ow	Zen	V	Ei	ns	P.Ow	Ow	Spi	Own 55	Own	OPXM	224	a	2I	167⅝	107½	42½	44x3	51⅞x5	N
98	434	4.9	275	42. 08	105-2100	H	C	S	7-2¾	13½	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	595	a	CI	144¾	84⅞	34⅛	42x3	56x3½	½
99	434	4.9	275	42.0	105-2100	H	C	S	7-2¾	13½	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	595	a	CI	160	100	34⅛	42x3	56x3½	½
100	434	4.9	275	42. 08	105-2100	H	C	S	7-2¾	13½	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	595	a	2I	215	131½	34⅛	42x3	56x3½	½
101	580	4.6	385	51.3	130-2100	H	C	S	7-3	15⅜	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	595	a	CI	156¾	91¾	34⅛	42x3	56x3½	½
102	580	4.6	385	51.3	130-2100	H	C	S	7-3	15⅜	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	595	a	CI	172	107	34⅛	42x3	56x3½	½
103	580	4.6	385	51.3	130-2100	H	C	S	7-3	15⅜	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	623	a	CI	156¾	91¾	34⅛	42x3	51⅞x5	N
104	326	4.3	207	28.9	54-1800	L	G	C	3-2¼	11⅝	FP	Ow	Zen	V	Ei	ns	P.Ow	Ow	Spi	Own 52	Own	OPXM	224	a	2I	167⅝	107½	42½	44x3	51⅞x5	N
105	580	4.6	385	51.3	130-2100	H	C	S	7-3	15⅜	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	623	a	CI	156¾	91¾	34⅛	42x3	51⅞x5	N
106	580	4.6	385	51.3	130-2100	H	C	S	7-3	15⅜	FP	Ow	Zen	M	DR	LN	P.Ow	Ow	Spi	Own 5D	Ros	O4IA	623	a	TD	100	65	36	44x3	55½x5	N
107	134	5.1	100	15.6	48-3200	L	C	C	3-2⅛	5⅛	CC	No	Til	M	AL	AL	P.Ow	Fe	.....	Own 77	.....	B4IM	134	P	4I	.....	.....	.....	30x1¾	46x1¾	N
108	393	4.9	260	42.0	103-2600	L	G	C	7-3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF15	Ros	W2/4IM	476	p	TD	108	78	30	48x3	48x3	C
109	428	4.7	280	45.9	107-2600	L	G	C	7-3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF25	Ros	W2/4IM	476	p	TD	144	89	30	48x3	48x3	C
110	468	4.8	295	43.4	108-2200	L	G	C	7-3	11½	FP	Ha	Zen	P	DR	DR	D.F

Line Number	MAKE AND MODEL	Wheels Driven—6-Wheelers	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	Rear	MAJOR UNITS ENGINE Make and Model	ENGINE No. of Cylinders Bore and Stroke	TRANSMISSION Make and Model	TRANSMISSION Location and Forward Speeds	TRANSMISSION Aux. Location and Speeds	REAR AXLE Make and Model	REAR AXLE Gear and Type	REAR AXLE Drive and Torque	REAR AXLE GEAR RATIOS In High	REAR AXLE GEAR RATIOS In Low	FRAME Side Rail Dimensions	FRAME Type
1	Corbitt (3)	15FD6	3–4	5700	Op	Op	.....	8100	B8.25/20	DB8.25/20	Con 21R	6–4¾x4¾	FuL 5A53	U 5	A 2	Wis 70000L	2F	H	8.00	Opt	9x3x¼	T
2	(Conclu'd)	18FD6	3½–5	6300	Op	Op	.....	9200	B9.00/20	DB9.00/20	Con 22R	6–4½x5¼	FuL 5A53	U 5	A 2	Wis 1237H	2F	H	8.00	Opt	9x3x¼	T
3	FWD	H4	1½–2	3325	120	160	11000	5300	P34x7		Wis SU	4–4x5	Cot A	A 4	Op	Own H	BF	H	7.86	38.0	5 x2¼x	C
4	.....	H4	2–2½	3385	133	180	13000	5900	P9.00/20		Wau MS	6–3¾x4¾	BL 51	U 4	No	Own H	BF	H	8.92	47.7	5 x2¼x	C
5	.....	HH–6	2½–3	4135	138	170	16000	6900	P9.75/20		Wau MK	6–4½x4¾	BL 55	A 7	R 2	Own U	BF	H	6.95	84.7	5 x2¼x	C
6	.....	B	3	4200	124	156	15500	6460	S36x6	S36x6	Own A	4–4¾x5½	Cot DAF	A 3	Op	Own B	BF	H	8.9	35.6	5 x2¼x	C
7	.....	CU–6	3½–4	4985	147	179	19500	8000	B10.50/20	B10.50/20	Wau SRS	6–4½x5¼	Own U	A 5	Op	Own U	BF	H	7.35	73.	7x3x	C
8	.....	CU6A	3½–4	4685	147	179	19000	7800	B10.50/20	B10.50/20	Wau SRS	6–4½x5¼	BL 615	U 5	Op	Own U	BF	H	6.72	55.2	7x3x	C
9	.....	SSU	4–5	5135	147	179	22000	8300	B11.25/20	B11.25/20	Wau SRL	6–4¾x5¼	Own U	A 5	Op	Own U	BF	H	7.35	73.	7x3x	C
10	.....	SSUA	4–5	4835	147	179	21500	8100	B11.25/20	B11.25/20	Wau SRL	6–4¾x5¼	BL 706	U 5	Op	Own M	BF	H	7.35	73.	7x3x	C
11	.....	M5	5–7½	7400	165	195	29500	11200	B12.75/20	B12.75/20	Wau SRK	6–4½x5½	BL 714	U 4	A 2	Wis 131W	2F	H	10.0	207.	8x3x	C
12	.....	MF6	5–6	5785	147	179	24500	9100	B10.50/20	DB10.50/20	Wau SRK	6–4½x5¼	Own U	A 5	Op	Own M	BF	H	7.35	73.0	8x3x	C
13	(Fr't.-Wh.-Dr.) LBU		5–6	4800	171	Op	23500	9000	B9.00/20	DB9.00/20	Wau SRS	6–4½x5½	BL 55	U 4	Op	Own U	D	H	7.35	39.5	7x3x	C
14	.....	M7	7½–10	8500	165	195	37000	12400	P40x10	DP40x10	Wau RB	6–5x5¾	BL 714	U 4	A 2	Wis 131W	2F	H	8.36	173.	10x3x	C
15	.....	(T)60-T	20–25	6300	134	Op	60000	10000	B10.50/20	DB10.50/20	Wau 125	6–4⅜x5¼	Own U	A 5	Op	Own M	BF	H	7.35	73	7x3x	C
16	.....	(T)72-T	25–30	7000	120	Op	72000	10450	B9.75/20	DB9.75/20	Wau 125	6–4⅜x5¼	BL 724	U 4	No	Wis 1237	2F	H	6.7	47.4	8x3x	C
17	Indiana	12X4	1½	2650	141	...	10000	4350	B6.50/20	DB6.50/20	Her JXC	6–3¾x4¼	BL	U 4	A 2	Tim 53200H	SF	H	5.14	54.0	7 x2½x	C
18	.....	14X4	2½	3350	141	...	14000	5900	B7.50/20	DB7.50/20	Her WXB	6–4¼x4½	BL	U 4	U 2	Wis	SF	H	6.95	50.0	7 x2½x	C
19	.....	16X4	3	4850	156	...	16000	7500	B8.25/20	DB8.25/20	Her WXC2	6–4¼x4½	BL	U 4	U 2	Wis	2F	H	6.06	89.0	8¼x3x	C
20	.....	18X4	3½	5850	160	...	21000	9000	B9.00/20	DB9.00/20	Her YXC	6–4½x4¾	BL	U 4	A 2	Wis	2F	H	7.83	110.	8¼x3x	C
21	.....	18x4A	3½	5400	160	224	21000	8700	B9. 00/20	D9. 00/20	Her YXC3	6–4½x4¾	BL	U4	A 2	Tim	SF	H	6.14	38. 6	8¼ x3 x	C
22	.....	20X4	4½	7200	188	...	24000	10600	B9.75/20	DB9.75/20	Her HXB	6–5x6	BL	U 4	A 2	Wis	2F	H	8.00	128.	9x3x¼	C
23	.....	22X4	5	10000	200	...	31000	14000	B10.50/20	DB10.50/20	Her HXC	6–5¼x6	BL	U 4	A 2	Wis	2F	H	9.11	86.0	8¼ x3 x	C
24	Le Moon (c.o.e.)	1100	5	***	94	145	.....	9300	B9.75/20	DB9.75/20	Wau 6RB	6–5x5¾	BL 7341	U 4	No	Tim 66725W	WF	H	8.2	51.4	9x4x¼	C
25	Mar.-Herr	A10	1½–2	2350	135	155	.....	4650	B6.50/20	DB6.50/20	Her JXA	6–3¾x4¼	WG T9	U 4	A 2	Own-Tim	BF	H	6.60	82.0	7¼x2½x	C
26	.....	A20	2½–3	3250	135	155	.....	5150	B7.50/20	DB7.50/20	Her JXC	6–3¾x4¼	Cla R103	U 5	A 2	Own-Tim	BF	H	5.83	80.0	7¼x2½x	C
27	.....	A30	3½–4	4300	155	167	.....	7000	B8.25/20	DB8.25/20	Her WXC	6–4x4½	Fu 5A380	U 5	A 2	Own-Tim	BF	H	6.17	116.	9¼x3x	C
28	.....	A40	4–4½	4800	155	167	.....	7500	B9.00/20	DB9.00/20	Her WXC3	6–4¼x4½	Fu 5A380	U 5	A 2	Own-Tim	BF	H	7.80	133.	9¼x3x	C
29	.....	A50	4–4½	5700	155	167	.....	8150	B9.00/20	DB9.00/20	Her WXC3	6–4¼x4½	Fu 5A380	U 5	A 2	Own-Wis	2F	H	8.0	136.	9¼x3x	C
30	.....	TH300	4½	6150	163	193	.....	8985	B9.75/20	DB9.75/20	Her YXC	6–4¾x4¾	Fu 5A380	U 5	A 2	Own-Wis	2F	H	8.0	143.	8¼x3x	P
31	.....	TH310	5–5½	7150	163	193	.....	9620	B9.75/20	DB9.75/20	Her YXC3	6–4¾x4¾	Fu 5A530	U 5	A 2	Own-Wis	2F	H	8.0	143.	8¼x3x	P
32	.....	TH310A	7	8050	163	193	.....	10120	B9.75/22	DB9.75/22	Her RXC	6–4¼x5¼	Fu 5A530	U 5	A 1	Own-Wis	2F	H	7.79	140.	8¼x3x	P
33	.....	(13) TH315	7	9350	198	216	.....	10950	B10.50/20	DB10.50/20	Her HXB	6–5x6	BL 724	U 4	A 3	Own-Wis	2F	H	7.79	140.	8¼x3x	P
34	.....	(13) TH320	8–9	11500	198	228	.....	14200	B10.50/24	DB10.50/24	Her HXC	6–5¼x6	BL 724	U 4	A 3	Own-Wis	2F	H	8.05	166.	10x3x	P
35	Oshkosh	JSW	1½–2	2650	123	Op	10660	4880	B7.00/20	DB7.00/20	Her WXC	6–4x4½	BL 224	U 4	No	Own JSB	SF	H	6.19	40.1	6x3½x¼	Tf
36	.....	JSB	1½–2	2490	149	Op	10750	4760	B7.00/20	DB7.00/20	Her JXC	6–3¾x4¼	BL 51–4	U 4	No	Own JSB	SF	H	6.19	40.1	6x3½x¼	Tf
37	.....	LB	2–2½	4375	146	165	13900	6700	B9.00/20	B9.00/20	Her JXC	6–3¾x4¼	BL 51–4	U 4	No	Own LB	2F	H	7.3	39.0	7x3x	T
38	.....	LC	2½–3	4575	146	165	15150	6950	B9.00/20	B9.00/20	Her WXC	6–4x4½	Fu 5A380	U 5	No	Own LC	2F	H	7.3	53.1	7x3x	T
39	.....	B3S	3½–4	4960	146	165	19475	8175	B10.50/20	B10.50/20	Her WXC3	6–4¼x4½	Fu 5A380	U 5	A 2	Own B3S	SF	H	6.10	86.2	7x3x	L
40	.....	B3D	3½x4	5390	146	165	19700	8400	B10.50/20	B10.50/20	Her WXB3	6–4¼x4½	Fu 5A380	U 5	A 2	Own B3D	2F	H	7.00	98.0	7x3x	L
41	.....	C3S	4–5	5150	148	165	21850	8350	B11.25/20	B11.25/20	Her YXC2	6–4½x4¾	Fu 5A530	U 5	A 2	Own C3S	SF	H	6.10	86.8	7x3x	L
42	.....	C3D	4–5	5795	146	165	22200	8700	B11.25/20	B11.25/20	Her YXC2	6–4½x4¾	Fu 5A530	U 5	A 2	Own C3D	2F	H	6.40	90.2	7x3x	L
43	.....	FC	5	5990	146	165	22725	9225	B11.25/20	B11.25/20	Her RXB	6–4½x5¼	Fu 5A530	U 5	No	Own FC	2F	H	7.60	67.6	7x3x	L
44	.....	FB	5–6	6350	146	165	25000	9500	B11.25/20	B11.25/20	Her RXC	6–4½x5¼	Fu 5A530	U 5	A 2	Own FB	2F	H	7.60	106.	7x3x	L
45	.....	FD	6–7½	7350	146	165	30000	11500	B10.50/20	DB10.50/20	Her RXC	6–4½x5¾	Fu 5A530	U 5	A 2	Own FD	2F	H	7.20	151.	8x3½x	L
46	.....	BG3	7½–10	8500	165	175	37000	13200	P40x10	DP40x10	Her GXB	6–5x5¾	BL 734	U 4	A 3	Own BG3	2F	H	6.20	101.	10x3¼x1½	L
47	.....	GD	10	9800	165	175	38000	14200	B13.50/20	B13.50/20	Her HXD	6–5¼x6	BL 734	U 4	A 3	Own GD	2F	H	6.10	99.3	10x3¼x1½	L
48	Walter	FN	2½–3½	4500	120	144	16000	6500	B9.00/20	B9.00/20	Own 6MK	6–4¼x4¾	Own FN	U 5	No	Own FN	2D	H	7.0	70.0	7x2¾x¼	P
49	.....	FM	3½–5	5500	120	144	20000	7500	B9.00/20	DB9.00/20	Own 6SRL	6–4½x5¼	Own FM	U 5	No	Own FM	2D	H	6.0	60.0	12x2¼x¼	P
50	.....	FCKD	5–6	6600	124	136	25000	9000	B9.75/24	DB9.75/24	Own SRK	6–4⅜x5½	Own FK	U 5	No	Own FK	2D	H	8.5	85.0	11x3x¼	P
51	.....	FCB	5–7	7200	136	160	27000	9500	B9.75/24	DB9.75/24	Own 6SRK	6–4⅜x5½	Own FK	U 5	No	Own FH	2D	H	8.5	85.0	13x3x¼	P
52	.....	FBS	5–7	7900	136	160	27000	9500	B9.75/24	DB9.75/24	Own 6RB	6–5x5¾	Own FH	U 5	No	Own FH	2D	H	8.5	85.0	13x3x¼	P
53	.....	FBRS	7–9	8300	136	160	32000	10500	B10.50/24	DB10.50/24	Own 6SB	6–5x5¾	Own FH	U 5	No	Own FHR	2D	H	8.5	85.0	13x3x¼	P
	Six-Wheelers																						
54	B'kway 180	SBT	2C 5–7½	4200	212	224	28000	9795	B8.25/20	BD8.25/20	Con 32B	6–4½x4½	Fu 5A38	U 5	Op	Tim SBT-251	SF	T	6.14	48.5	8¼x3x¾	B
55	Corbitt	16SFD	6 2–3	5500	Op	Op	.....	5110	B6.50/20	DB6.50/20	Con E602	6–4½x4½	Fu 5A38	U 5	A 2	Tim SD75H	2F	R	7.36	Opt	8x3½x¼	T
56	.....	(3) 16SFD8	6 2½–4	5900	Op	Op	.....	7040	B7.50/20	DB7.50/20	Lyc A2F	6–4¾x5½	Fu 5A53	U 5	A 2	Tim SD75W	2F	R	7.36	Opt	8x3½x¼	T
57	.....	20SW6	4R 3–5	5720	Op	Op	.....	10000	B7.50/20	DB7.50/20	Con 20R	6–4½x4¾	BL 615	U 5	No	Tim SW151TW	w/2F	R	Opt	Opt	8x3½x¼	T
58	.....	28SW6	4R 5–7½	6380	Op	Op	.....	10000	P34x7	DP34x7	Con 21R	6–4¾x4¾	BL 607	A 7	No	Tim SW251TW	w/2F	R	Opt	Opt	8x3x	T
59	.....	28SFD6	6 5–7½	8900	Op	Op	.....	11700	B8.25/20	DB8.25/20	Con 22R	6–4½x5¼	Fu 5A53	U 5	A 2	Tim SD251W	2F	R	8.44	Opt	9x3x¼	T
60	.....	36SW6	4R 7½–10	8800	Op	Op	.....	11500	P36x8	DP36x8	Con 21R	6–4¾x4¾	BL 607	A 7	No	Tim SW310W	w/2F	R	Opt	Opt	10¾x3x	T
61	.....	36SFD6	6 7½–10	12300	Op	Op	.....	14600	B9.00/22	DB9.00/22	Her HXB	6–5x6	BL 734	U 4	A 3	Tim SD320W	2F	R	8.15	Opt	10¾x3x	T
62	.....	40SW6	4R 10–15	11000	Op	Op	.....	13000	P38x9	DP38x9	Con 16H	6–4¾x5¾	BL 707	A 7	No	Tim SW420W	w/2F	R	Opt	Opt	10¾x3x	T
63	.....	45SFD6	6 10–15	16900	Op	Op	.....	15400	B9.75/22	DB9.75/22	Her HXC	6–5¼x6	BL 734	U 4	A 3	Tim SD420W	2F	R	8.15	Opt	10¾x3x	T
64	Day Elder	150	3	1645	159	189	15000	5400	B6.50/20	DB6.50/20	Her JXB	6–3¾x4¼	WG T9	U 4	No	Tim SBT75	BF	H	5.66	36.2	7x3¼x¼	C
65	.....	285	4R 8	5295	205	234	29500	12000	B8.25/20	DB8.25/20	Her RXC	6–4½x5¼	BL 534	U 4	No	Ti SWD210H	WF	R	7.50	47.6	10x3¼x	C
66	.....	345	4R 10	6395	205	234	34500	12500	B9.00/20	DB9.00/20	Her RXC	6–4½x5¼	BL 534	U 4	No	Ti SWD310W	WF	R	8.50	54.0	10x3¼x	C
67	.....	402	4R 12	7495	205	234	40200	14200	B9.75/20	DB9.75/20	Her RXC	6–4½x5¼	BL 725	U 5	No	Ti SWD410W	WF	R	9.0	63.6	10x3¼x	C
68	Diamond T	801	4R 4	4140	189	219	21000	8500	P36x8	P36x8	Her YXC	6–4½x4¾	BL 55	A 7	No	Own	WF	H	Opt	Opt	6½x3x	P
69	.....	1201	4R 6	5600	180	210	28000	11000	P34x7	DP34x7	Her RXB	6–4½x5¼	BL 60	A 7	No	Tim SW200	WF	R	Opt	Opt	9x3½x¼	P
70	.....	1602	4R 8	6400	175	210	36000	11700	P36x8	DP36x8	Her RXC	6–4½x5¼	BL 60	A 7	No	Tim SW320	WF	R	Opt	Opt	9x3½x¼	P
71	.....	1603	4R 8	7500	184	224	36000	12500	P36x8	DP36x8	Wau 6RB	6–5x5¾	BL 70	A 7	No	Tim SW320	WF	R	Opt	Opt	9x3½x¼	P
72	Dodge	GS50	2C 1¼–4	935	153	153	12000	3650	B6.00/20	P32x6	Own	6–3¼x4¼	Own	U 4	No	Own	SF	H	5.85	36.1	7 x2¾x	C
73	Bros.	FS75	2C 3–9	3995	221	221	30000	8350	B9.00/20	DB9.00/20	Own	6–3¾x5	Own	U 4	No	Own	SF	H	7.13	48.2	10x3¼x	C
74	Fageol	8-46HP	4R 8	7800	195	220	40500	13500	B9.75/20	DB9.75/20	Wau 6–125	6–4¾x5½	BL 734	U 4	A 3	Tim Own	WF	R	5.7	120.	8x3½x	C
75	.....	8-46AL	4R 8	8800	195	220	40500	11400	B9.75/20	DB9.75/20	Wau 6–125	6–4¾x5½	BL 734	U 4	A 3	Tim Own	WF	R	5.7	120.	15x4x	C
76	.....	10-46RB	4R 10	9000	232	232	56000	14700	B9.75/20	DB9.75/20	Wau 6RB	6–5x5¾	BL 734	U 4	A 3	Tim Own	WF	R	6.2	135.	8¼x4x	C
77	.....	10-46AL	4R 10	10000	232	232	56000	12600	B9.75/20	DB9.75/20	Wau 6RB	6–5x5¾	BL 734	U 4	A 3	Tim Own	WF	R	6.2	135.	15x4x	C
78	Federal	22	4R 3	1720	172	198	15000	5000	B6.00/20	DB6.00/20	Her JXB	6–3¾x4¼	WG T9	U 4	No	Cla B412	SF	R	6.38	40.8	8¼x2½x	TL
79	.....	21	2R 3	1470	172	198	15000	4800	B6.00/20	DB6.00/20	Her JXB	6–3¾x4¼	WG T9	U 4	No	Cla B412	SF	R	6.38	40.8	8¼x2½x	TL
80	.....	36	2R 4½	2975	192	218	24000	7700	B7.50/20	DB7.50/20	Wau 6MK	6–4¼x4¾	Cla R908	U 5	No	Cla B642	SF	H	7.16	58.6	10x3¼x	TL
81	.....	37	4R 4½	3350	192	218	24000	8100	B7.50/20	DB7.50/20	Wau 6MK	6–4¼x4¾	Cla R908	U 5	No	Cla B642	SF	H	7.16	58.6	10x3½x	TL
82	.....	T10SW	2R 7	3895	188	24	28000	9600	P34x7	DP34x7	Con 20R	6–4¼x4¾	Cla B710	A 5	No	Tim 58200H	SF	H	7.8	50.6	7½x3½x¾	C
83	FWD	MX6	6 10–15	12255	200	Op	48000	17800	B13.50/20	B13.50/20	Wau RB	6–5x5¾	BL 714	U 4	A 2	Wis 131TW	2F	H	8.36	173.	10x3x	C
84	.....	X6	4F 6–10	7385	170	Op	36000	12000	B9.75/20	DB9.75/20	Wau 8RK	6–4¾x5½	Own U	A 5	Op	Own X	BF	H	7.35	73	7x3x	C
85	(6) Gen. Mo.	T95	4R 9–11	7695	189	224	40000	13250	P34x7	DP34x7	Own 525	6–4½x	Own	U 4	Op	Own	WF	R	9.50	53	9¼x4x	L
86	.....	T130	4R 12–15	9490	189	224	50000	14545	B9.75/20	DB9.75/20	Own 616	6–4¾x5½	Own	U 4	A 3	Own	WF	R	9.50	119.	9¼x4x	L
87	Hendrick'n.	21D	4R 2–6	3500	Op	Op	21000	6800	B7.50/20	DB7.50/20	Wau 6–90	6–3¾x4¾	Fu 5A38	U 5	No	Own 985	SF	H	Opt	Opt	8x3x	C
88	.....	25D	4R 3–8	3900	Op	Op	25000	8000	B8.25/20	DB8.25/20	Wau 6–110	6–4x4¾	Fu 5A38	U 5	No	Own 985	SF	H	Opt	Opt	8x3x	C
89	.....	32D	4R 4–9	4900	Op	Op	32000	10500	B9.00/20	DB9.00/20	Wau 6–110	6–4x4¾	Fu 5A38	U 5	No	Own 2513X	SF	R	Opt	Opt	8x3x	P
90	.....	38D	4R 5–12	6600	Op	Op	38000	11200	B9.75/20	DB9.75/20	Wau 6–125	6–4¾x5½	Fu 5A53	U 5	No	Own 2513X	SF	R	Opt	Opt	8x3x	P
91	.....	40D	4R 12	8000	Op	Op	40000	13200	B9.75/20	DB9.75/20	Wau 6–125	6–4¾x5½	Fu 5A53	U 5	No	Eat 44000	2F	R	Opt	Opt	8x3x	P
92	.....	44D	4R 12	9000	Op	Op	44000	14000	B9.75/20	DB9.75/20	Wau 6RB	6–5x5¾	BL 70-7	A 7	No	Eat 44000	2F	R	Opt	Opt	8x3x	P
93	Hug	99	4R 10	10300	148	148	58500	15100	S36x8	S40x16	Bud GF6	6–4¾x6	BL 714-703	U 4	A 3	Wis SD420AW	2F	R	10.3	139.	9x4 x	T
94	Ind.	95SBT-151	2C 3	1875	168	186	20000	6125	P32x6	DP32x6	Her JXC	6–3¾x4¼	BL 224	U 4	No	Tim SBT151	SF	T	7.4	45.8	7 x2¾x	T
95	.....	95SW 75	4R 3	1900	168	186	20000	5800	P32x6	DP32x6	Her JXC	6–3¾x4¼	BL 224	U 4	No	Tim SW75	WF	T	7.4	45.8	7 x2¾x	T
96	.....	17ASW151	4R 3	3450	188	212	24000	7500	B8.25/20	DB8.25/20	Her WXC	6–4x4½	BL 3341	U 4	Op	Tim SW151	WF	T	6.4	403.	8¼x3x	T
97	.....	17SBT251	2C 4	3500	188	224	28000	8850	P34x7	DP34x7	Her YXC	6–4¼x4¾	BL 524	U 4	Op	Tim SBT251	SF	T	6.1	37. 8	8½x3x	TL
98	.....	17SW251	4R 4	3900	188	224	28000	9500	P34x7	DP34x7	Hei YXC	6–4½x4¾	BL 524	U 4	Op	Tim SW251	WF	T	6.2	38.1	8½x3x	TL
99	.....	16X6	6 3	5650	170	...	20000	8000	B7.00/20	DB7.00/20	Her RXB	6–4¼x5¼	BL 5351	U 4	U 2	Wis	2F	H	4.66	30.8	8x3x	C
100	.....	18X6	6 3½	6650	170	...	28000	10500	B8.25/20	DB8.25/20	Her RXC	6–4½x5¼	BL	U 4	A 2	Wis	2F	H	7.83	110	8¼x3x	C
101	.....	20X6	6 4½	8950	188	...	36000	14000	B9.00/20	DB9.00/20	Her HXC	6–5¼x6	BL	U 4	A 2	Wis	2F	R	8.95	84.0	9¼x3x	C
102	.....	22X6	6 5	12100	200	...	40000	16000	B9.75/20	DB9.75/20	Her HXD	6–5½x6	BL	U 4	A 2	Wis	2F	R	9.11	86.0	8¼ x3 x	C
103	Ken.	89SBT	2C 7	2380	188	224	25500	7350	P32x6	DP32x6	Her JXC	6–3¾x4¼	BL 234	U 4	Op	Tim SBT151	SF	A	7.4	45.5	8x3x	TL
104	.....	127SBT	2C 7	3450	188	224	26000	8000	B8.25/20	DB8.25/20	Her WXC2	6–4¼x4½	BL 334	U 4	Op	Tim SBT151	SF	A	7.4	45.5	8x3x	TL
105	.....	146SBT	2C 9	4250	188	224	33000	9000	B9.00/20	DB9.00/20	Bud K393	6–4¼x4¾	BL 334	U 4	Op	Tim SBT251	SF	A	7.8	48.	8x3x	TL
106	.....	186SDT	2C 10	6450	205	235	38000	10500	B9.00/20	DB9.00/20	Her YXC2	6–4¼x4¾	BL 1554	U 4	A 3	Tim Sdt310w	2F	H	7.33	104.	9x3x	T
107	.....	241SDT	2C 10	6850	205	235	40500	11000	B9.00/20	DB9 00/20	Her RXB	6–4½x5¼	BL 714	U 4	A 3	Tim Sdt310w	2F	H	7.33	85.5	9x3x	T
108	.....	346A	4R 10	8800	210	240	40500	13000	B9.75/20	DB9.75/20	Ha8 160	6–4¼x5½	BL 714	U 4	A 3	Tim SW310w	WF	H	7.25	84.5	8x3x	C
109	.....	346B	4R 10	8550	210	240	40500	13000	B9.75/20	DB9.75/20	Bud GF-6	6–4¾x6	BL 714	U 4	A 3	Tim SW310w	WF	H	7.25	98.4	8x3x	C
110	.....	346C	4R 10	9500	210	240	40500	14000	B9.75/20	DB9.75/20	Ha8 175	6–5x6	BL 714	U 4	A 3	Tim SW310w	WF	H	7.25	98.4	8x3x	C
111	.....	386C	4R 10	10200	210	240	50100	14500	B9.75/20	DB9.75/20	Ha8 175	6–5x6	BL 714	U 4	A 3	Tim SW410w	WF	H	7.60	103.	8x3x	C
112	Kleiber	81	5	1900	180	190	20000	6500	P32x6	DP32x6	Her JXB	6–3¾x4¼	BL 2241	U 4	No	Tim SBT 75	BF	R	5.14	32.	7½x3¼x¼	C
113	.....	121	7	2800	190	200	26000	8500	B8.25/20	DB8.25/20	Con 18R	6–4x4½	BL 3241	U 4	No	Tim SBT 151	BF	R	6.17	33.4	7½x3¼x¼	C
114	.....	141	9	3950	200	210	33000	9500	B9.00/20	DB9.00/20	Con 21R	6–4¼x4¾	BL 5241	U 4	No	Tim SBT251	BF	R	6.84	41.	7½x3¼x¼	C
115	La Fran-R.	Q6	4R 9–12	11605	216	260	40000	14900	B10.50/20	DB10.50/20	Own 312B	12–4x5	BL 714	U 4	No	Tim SWD410	WF	..	Opt	Opt	12x3½x¼	L
116	Le Moon	(9) 701	4R 5–6	4475	187	199	.....	8500	B8.25/20	DB8.25/20	Lyc AEC	8–3¾x4¾	Fu VUOG	U 5	No	T' 63703-97H	WF	R	6.20	43.8	7x4x	B
117	.....	(9) 801	4R 6–7	5100	187	199	.....	9720	B9.00/20	DB9.00/20	Lyc AEC	8–3¾x4¾	Fu VUOG	U 5	No	T\ 65703-97H	WF	H	6.75	47.7	7x4x	B
118	.....	(Cont.) 802	4R 6–7	5350	187	199	.....	9800	B9.00/20	DB9.00/20	Wau 6SRL	6–4½x5½	Fu VUOG	U 5	No	T 65703-97tW	WF	H	6.75	47. 1	7x4x¼	B

Line Number	ENGINE DETAILS: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	Main Bearings: Number and Diameter	Main Bearings: Length	Oiling System Type	Governor Make	Fuel Syst.: Carburetors Make	Fuel Syst.: Fuel Feed	Electrical: Ignition System Make	Electrical: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	Front Axle: Make and Model	Steering Gear Make	Brakes: Service: Make, Location, Operation	Brakes: Service: Lining Area	Brakes: Service: Drum Material	Brakes: Hand Location, Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Auxiliary Type
1	428	4.6	308	45.9	118-2600	H	C	A	7-2¾	13	FP	Opt	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F211	Ros	L4IHV	660	a	TD	Opt	Opt	34	40x2½	54x3	½
2	500	4.5	340	48.6	138-2500	H	C	A	7-2¾	13⅛	FP	Opt	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F311	Ros	L4IHV	768	a	TD	Opt	Opt	34	46x3	54x3	½
3	251	4.5	160	25.6	50-2000	H	G	C	3-2⅛	8	PC	No	Zen	V	AL	AL	D.DG	Pe	Blo	Own H	Ros	OT/4XM	238	G	2I	112	81	36	42¾x2½	52¾x2½	½
4	315	4.5	200	33.7	72-2500	L	G	C	7-2¾	12¾	PC	Wa	Zen	V	NE	NE	D.BL	Pe	Blo	Own H	Ros	OT/4XM	252	G	2I	115½	81½	36	42¾x2½	52¾x2½	½
5	381	4.5	240	40.8	85-2400	L	G	C	7-2¾	12⅝	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own U	Ros	OT/4XM	238	G	2I	126	86	36	42¾x2½	52¾x2½	½
6	398	4.0	210	36.1	56-1350	T	G	C	3-2	12	PC	Fe	Str	G	NE	NE	O.ME	Mc	Blo	Own B	Ros	OT/4XM	238	G	2I	130	93	36	42¾x2½	52¾x2½	½
7	411	4.6	265	40.8	91-2300	L	G	C	7-3	13¼	PC	Wa	Zen	M	NE	NE	O.HS	Pe	Blo	Own U	Ros	OT/4XM	238	G	2I	132	93	36	42¾x2½	52¾x2½	N
8	411	4.6	265	40.8	91-2300	L	G	C	7-3	13¼	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own U	Ha	OT/4XM	238	G	4X	132	93	36	42¾x2½	52¾x2½	½
9	462	4.5	300	45.9	102-2400	L	G	C	7-3	13¾	PC	Wa	Zen	V	NE	NE	O.HS	Pe	Blo	Own M	Ros	OT/4XM	238	G	2I	132	93	36	42¾x2½	52¾x2½	N
10	462	4.5	300	45.9	102-2400	L	G	C	7-3	13¾	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own M	Ha	OT/4XM	238	G	4X	132	93	36	42¾x2½	52¾x2½	½
11	517	4.6	330	51.3	110-2300	L	G	C	7-3	13¾	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Wis 131F	Ros	B4IMV	324	G	T4	153½	110½	34	48x3½	52x4	½
12	517	4.6	330	51.3	110-2300	L	G	C	7-3	13¾	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own M	Ros	O4TB	722	G	4X	132	93	36	42¾x2½	54¼x2½	½
13	411	4.6	265	40.8	91-2300	L	G	C	7-3	13¼	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own U	Ros	O4IM	722	G	4D	Opt	Opt	42	42¾x2½	52x4	N
14	677	4.4	460	60.	145-2000	L	G	H	4-3½	11¼	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Wis 131F	Ros	B4IMV	324	G	T4	153½	110½	34	48x3½	52x4	
15	462	5.2	330	45.9	125-2500	F	G	H	7-3	13⅜	PC	Wa	Zen	P	NE	NE	O.ME	Pe	Blo	Own U	Ros	O4A	610	G	T4	107	80	34	42¾x2½	52¾x2½	N
16	462	5.2	330	45.9	125-2500	F	G	H	7-3	13⅜	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Wis 1237	Ros	4A	610	G	T4	97¼	67½	34	48x3½	52x3½	N
17	282	5.4	176	33.8	73-2800	L	G	A	7-2¾	10⅛	PC	Opt	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L4IH	...	G	CD	92	56	34	37x2¼	54x2½	N
18	298	4.7	190	33.7	75-2600	L	G	A	7-2¾	13¼	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L4IH	...	G	CD	92	56	34	37x2¼	54x2½	N
19	361	4.1	235	38.4	82-2400	L	G	A	7-2¾	13¼	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L4IHV	...	G	CD	108	73¼	34	39½x2½	54x3	N
20	428	4.5	283	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L4IHV	...	G	CD	120	72	34	44x3	50x4	N
21	478	4.4	315	51.3	104-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	SPC	Tim	Ros	L4IHV	918	G	CD	120	72	34	44x3	50x4	N
22	707	4.5	455	60.	148-2000	L	G	A	7-3½	17½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L4IHV	...	G	CD	144	88	34	44x3	50x4	N
23	779	4.5	505	66.2	163-2000	L	G	A	7-3½	17½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	Ws4IA	...	G	CD	168	100	34	44x3	50x4	N
24	677	4.6	460	60.	127-2000	L	G	A	4-3½	11¾	PC	Wa	Str	M	My	LN	D.BL	Ch	Spi	Tim26045TW	Ros	W4IA	876	a	TD	81	49½	34	48x3½	54x3½	½
25	228	4.7	156	27.3	63-2800	L	G	C	7-2½	10⅛	PC	No	Zen	M	DR	DR	P.BB	Yo	Spi	TWH	Ros	L4IH	267	a	FX	88	52	34	42x2½	50x2½	½
26	282	5.3	193	33.7	73-2800	L	G	C	7-2½	10⅛	PC	No	Zen	M	DR	DR	P.BB	Yo	Spi	TWH	Ros	L4IH	281	a	FD	88	52	34	42x2½	50x2½	½
27	339	5.0	235	38.4	94-2800	L	G	A	7-2¾	13¼	PC	No	Zen	M	DR	DR	P.BB	Yo	Spi	TWH	Ros	L4IHV	342	a	FD	119	72	34	44x3	52x3	½
28	383	5.0	265	43.3	106-2800	L	G	A	7-2¾	13¼	PC	No	Zen	M	DR	DR	P.BB	Yo	Blo	TWH	Ros	L4IHV	384	a	FD	119	72	43	44x3	52x3	½
29	383	5.0	265	43.3	106-2800	L	G	A	7-2¾	13¼	PC	Ha	Zen	M	DR	DR	P.BB	Yo	Blo	Own-Wis	Ros	W2/4IA	328	a	FD	119	72	34	44x3	52x3	½
30	428	4.4	280	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	W2/4IA	328	a	FD	109	72	34	44x3	52x3½	½
31	478	4.4	320	51.3	104-2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	W2/4IA	410	a	FD	109	72	34	44x3	52x3½	½
32	329	4.7	350	51.3	114-2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	W2/4IA	380	a	FD	109	72	34	44x3	52x3½	½
33	707	4.5	460	60.0	148-2000	L	G	A	7-3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own-Wis	Ros	Ws2/4IA	380	a	FD	168	102	34	52x4	54x4	½
34	779	4.5	508	66.2	164-2000	L	G	A	7-3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own-Wis	Ros	Ws2/4IA	380	a	2FD	140	102	34	52x4	54x4	½
35	339	4.7	225	38.4	75-2200	L	G	C	7-2½	13¼	PC	No	Zen	M	AL	AL	P.BL	Ow	Spi	Own J8B	Ha	B4IMV	304	G	TX	77½	51	34	42x2½	44x2½	½
36	282	5.3	176	33.7	72-2800	L	G	C	7-2½	10⅛	PC	No	Zen	M	AL	AL	P.BL	Ow	Spi	Own J8B	Ha	B4IMV	304	G	TX	103½	77	34	42x2½	44x2½	½
37	282	5.3	176	33.7	72-2500	L	G	C	7-2½	10⅛	PC	Ha	Str	M	RB	LN	D.BL	Mo	Blo	Own LB	Ros	O4XM	142	C	2I	112¼	82	34	44x2½	50x3	½
38	339	4.7	210	38.4	70-2000	L	G	C	7-2¾	13¼	PC	Ha	Str	M	RB	LN	D.BL	Mo	Blo	Own LC	Ros	O4XM	142	G	2I	112¼	82	34	44x2½	50x3	N
39	383	4.7	265	43.3	91-2000	L	G	C	7-2¾	13¼	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Blo	Own B3S	Ros	B4IMV	518	G	TX	112¼	82	34	44x2½	50x3	½
40	383	4.7	265	43.3	91-2000	L	G	C	7-2¾	13¼	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Blo	Own B3D	Ros	B4IMV	518	G	TX	112¼	82	34	44x2½	50x3	½
41	453	4.4	297	48.6	95-2000	L	G	C	7-3	15	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Blo	Own C3S	Ros	B4IMV	518	G	TX	112¼	82	34	44x2½	50x3	½
42	453	4.4	297	48.6	95-2000	L	G	C	7-3	15	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Blo	Own C3D	Ros	B4IMV	518	G	TX	112¼	82	34	44x2½	50x3	½
43	500	4.9	330	48.6	106-2000	L	G	A	7-3	12½	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Blo	Own FC	Ros	B4IMV	666	G	TX	112¼	82	34	44x2½	50x3	½
44	529	4.9	350	51.3	112-2000	L	G	A	7-3	12½	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Blo	Own FB	Ros	B4IMV	666	G	TX	112¼	82	34	44x2½	50x3	½
45	529	4.9	350	51.3	112-2000	L	G	A	7-3	12½	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Blo	Own FD	Ros	B4IMV	666	G	TX	112¼	82	34	44x3	50x4	½
46	677	4.5	440	60.0	142-2000	L	G	A	7-3½	17	PC	Ha	Zen	M	LN	LN	dp.BL	Ch	Blo	Own BG3	Ros	B4IMV	666	G	FD	119	85	36	48x3½	52x4	½
47	855	4.5	555	72.8	180-2000	L	G	A	7-3½	17	PC	Ha	Zen	M	LN	LN	dp.BL	Ch	Blo	Own GD	Ros	B4IMV	666	G	FD	119	85	36	48x3½	52x4	½
48	381	4.5	240	40.0	85-2200	L	G	C	7-2¾	12¾	FP	Ow	Zen	P	DR	DR	P.Ow	Ow	Own	Own FN	Ros	O4FXM	450	D	FM	126	84	34	48x3	48x3	½
49	462	4.5	300	46.0	100-1900	L	G	C	7-3	13¼	FP	Ow	Zen	P	DR	DR	P.Ow	Ow	Own	Own FM	Ros	O4FXM	450	D	FM	126	84	34	48x4	48x4	½
50	517	4.5	330	51.0	110-1900	L	G	C	7-3	13¾	PC	Ow	Zen	V	Sc	DR	P.Ow	Ow	Own	Own F	Ros	O4FXM	600	D	FX	114	84	36	52x4	52x4	½
51	517	4.5	330	51.0	110-1900	A	C	C	7-3	13¾	PC	Ow	Zen	V	Sc	DR	P.Ow	Ow	Own	Own F	Ros	O4FXM	600	D	FX	126	96	36	52x4	52x4	½
52	677	4.5	440	60.0	130-1900	L	G	C	7-3½	10⅜	PC	Ow	Zen	P	Sc	DR	P.Ow	Ow	Own	Own F	Ros	O4FXM	600	D	FX	126	96	36	52x4	52x4	½
53	677	4.5	440	60.0	130-1900	L	G	C	7-3½	10⅜	PC	Ow	Zen	P	Sc	DR	P.Ow	Ow	Own	Own F	Ros	O4FXM	600	D	FX	126	96	36	52x4	52x5	½
54	360	4.5	240	40.8	90-2500	H	G	N	7-2¾	13	CC	KP	Zen	M	AL	AL	P.Li	GO	Spi	Shu 15692B12	Ros	L6IHV	708	G	CD	210	125	34½	40x2½	52x4	
55	360	4.4	240	40.8	90-2500	H	C	A	7-2¾	11¾	FP	Op	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F75AB	Ros	L6IH	459	a	TD	Opt	Opt	34	40x2½	46x3	N
56	420	5.2	300	44.4	130-2800	L	G	C	5-2¾	12¾	FP	Ly	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F75AB	Ros	Ws6IA	459	a	TD	Opt	Opt	34	40x2½	46x3	N
57	381	4.6	276	40.0	106-2600	H	C	C	7-2¾	13	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000tw	Ros	Ws6IA	459	a	TD	Opt	Opt	34	40x2½	56x4	N
58	428	4.6	276	45.9	118-2600	H	C	C	7-2¾	13	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000tw	Ros	Ws6IA	525	a	TD	Opt	Opt	34	46x3	56x4	
59	500	4.5	340	48.6	138-2500	H	C	A	7-2¾	13⅛	FP	Op	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F211W	Ros	Ws6IA	525	a	TD	Opt	Opt	34	46x3	56½x4	N
60	428	4.6	276	45.9	118-2600	H	C	C	7-2¾	13	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 27450W	Ros	Ws6IA	538	a	TD	Opt	Opt	34	46x3	66x4	
61	707	4.5	460	60.0	150-2000	L	G	A	7-3½	17	FP	Op	Str	M	DR	DR	dp.BL	Pe	Spi	Wis F311W	Ros	Ws6IA	536	a	TD	Opt	Opt	34	46x3	66x4	
62	611	4.5	384	54.1	127-2300	L	G	A	7-3	13¾	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 27450W	Ros	Ws6IA	720	a	TD	Opt	Opt	34	46x3	66x4	
63	779	4.5	508	66.2	164-2000	L	G	A	7-3½	17	FP	Op	Str	M	DR	DR	dp.BL	Pe	Spi	Wis F311W	Ros	Ws6IA	720	a	TD	Opt	Opt	34	46x3	66x4	
64	263	4.4	164	31.5	68-2800	L	G	C	7-2½	10⅛	PC	No	Zen	M	DR	DR	P.BB	GO	Spi	Tim 30000H	Ros	L6IH	422	a	XF	180	111	33½	40x2¼	46x3	
65	529	4.4	350	51.3	114-2200	L	G	A	7-3	12½	PC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450H	Ros	L6IH	842	a	DF	213	120	33	46x3	64x4	
66	529	4.4	350	51.3	114-2200	L	G	A	7-3	12½	PC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450W	Ros	Ws6IA	1014	a	DF	213	120	33	46x3	64x5	
67	529	4.4	350	51.3	114-2200	L	G	A	7-3	12½	PC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450W	Ros	Ws6IA	1014	a	DF	213	120	33	45x3	64x5	
68	428	4.4	280	45.9	93-2200	L	G	C	7-3	14	PC	Ha	Zen	M	AL	AL	D.Co	GO	SpP	Shu 5582B	Ros	L6IHV	571	a	TD	162	103	34	45¼x2½	58x4	N
69	501	4.4	330	48.6	111-2200	L	G	C	7-3	12½	PC	Ha	Zen	M	AL	AL	D.Co	GO	SpB	Shu 678	Ros	Ws4IA	238	a	TD	162	100¼	37	46x3	50x4	N
70	529	4.4	350	51.3	114-2200	L	G	C	7-3	12½	PC	Ha	Zen	M	AL	AL	D.Co	GO	SpB	Shu 678	Ros	Ws4IA	238	a	TD	138¾	94¾	37	46x3	50x4	N
71	707	. .	455	60.0	148-2000	L	G	C	7-3½	17	PC	Ha	Zen	M	LN	LN	D.BL	GO	SpB	Shu 678	Ros	Ws4IA	238	a	TD	141	93	37	46x3	50x4	N
72	211	5.3	130	25.3	60-3100	L	G	S	4-2¼	6¼	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O6IHV	273	a	TX	117½	50½	34½	36x1¾	43¾x3	
73	309	4.7	198	21.0	96-3000	L	G	S	7-2¾	11¾	CC	No	Det	M	DR	DR	P.BB	Fe	Own	Own	Jac	O6IHV	657	a	CD	218⅛	114⅜	34½	42x3	56¼x4	N
74	462	5.2	324	46.0	125-2600	F	G	A	7-3	13⅞	FP	Wa	Zen	M	My	DR	P.BL	Pe	Blo	Tim 26450N	Ros	Ws4rIA	504	H	FD	168	114½	33½	42x3	46x3½	N
75	462	5.2	324	46.0	125-2600	F	G	A	7-3	13⅞	FP	Wa	Zen	M	MY	DR	P.BL	Pe	Blo	Tim 26450N	Ros	Ws4rIA	504	H	FD	168	114½	33½	41x3	46x3½	N
76	677	4.4	440	60.	125-1800	L	G	A	4-3½	11¾	CC	No	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 27050N	Ros	Ws4rIA	630	H	FD	214¼	144½	33½	42x3	49½x4	N
77	677	4.4	440	60.0	125-1800	L	G	A	4-3½	11¾	CC	No	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 27050N	Ros	Ws4rIA	630	H	FD	214¼	144½	33½	42x3	46x3½	N
78	263	5.4	164	31.5	67-2600	L	G	A	7-2½	10⅛	PC	Mo	Car	M	DR	DR	P.BB	Lo	Spi	Tim 31020H	Ge	L6IH	384	a	TX	143	86½	34	38x2½	45x3	
79	263	5.4	164	31.5	67-2600	L	G	A	7-2½	10⅛	PC	Mo	Car	M	DR	DR	P.BB	Lo	Spi	Tim 31020H	Ge	L6IH	384	a	TX	143	86½	34	38x2½	45x3	
80	381	4.8	240	40.8	85-2400	L	G	A	7-2¾	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi	Cla F320	Ros	L6IHV	485	a	FD	168	99½	34	42x2½	44x3	N
81	381	4.8	240	40.8	85-2400	L	G	A	7-2¾	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi	Cla F320	Ros	L6IHV	485	a	FD	168	99½	34	42x2½	44x3	N
82	381	4.2	237	40.8	85-2200	H	C	C	7-2¾	13⅛	CC	KP	Zen	M	DR	DR	P.BB	Lo	Spi	Own 7738	Ros	L6IHV	623	a	TD	182	102	34	42x2½	50x3½	N
83	677	5.2	460	60.0	125-2000	L	G	H	4-3½	11⅝	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Wis 131F	Ros	B6IMV	504	G	T4	220	145	34	48x3½	40x5	N
84	517	4.5	330	51.3	110-2400	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own M	Ros	B6IA	864	G	4I	180	137	36	42¾x2½	44x3	N
85	525	4.5	380	48.6	128-2100	H	C	A	7-2¾	14⅛	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B6IA	817	a	TX	161	100	34⅛	50x3½	45x4	N
86	616	4.5	450	57.0	149-3100	H	C	A	7-2¾	14⅛	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B6IA	965	a	TX	161	100	34⅛	50x3½	45x4	N
87	255	4.5	192	27.3	90-3200	F	G	C	4-2¾	11⅛	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	MM	Tim 33000H	Ros	L4IHV	295	p	TD	Opt	Opt	34	40½x3½	31x3	N
88	358	4.6	254	38.4	110-2800	F	G	C	7-2½	12½	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	MM	Tim 33000H	Ros	L4IHV	295	p	TD	Opt	Opt	34	40½x3½	31x3	N
89	358	4.6	254	38.4	110-2800	F	G	C	7-2½	12½	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	MM	Tim 35000H	Ros	L4IHV	504	G	TD	Opt	Opt	34	40½x3½	35½x4	N
90	462	4.6	324	45.9	125-2600	F	G	C	7-3	13½	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	MM	Tim 27450	Ros	L4IHV	504	G	TD	Opt	Opt	34	43x3½	35½x4	
91	462	4.6	324	45.9	125-2600	F	G	C	7-3	13½	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	Blo	Tim 27450	Ros	Ws4IA	780	G	TD	Opt	Opt	34	43x3½	35½x4	
92	677	4.6	440	60.0	126-1850	L	G	C	4-3½	10⅞	PC	Wa	Zen	M	DR	DR	D.BL	Ch	Blo	Tim 27450	Ros	Ws4IA	788	G	TD	Opt	Opt	34	43x3½	35½x4	
93	638	4.3	410	54.1	126-1850	L	G	C	4-3	10⅞	PC	Pe	Zen	M	RB	No	dp.BL	Yo	Blo	Shu 715-11	Ros	Ws4rIA	720	G	TD	139	88¼	38½	41½x3	53x4	
94	282	5.3	186	33.7	73-2800	L	G	A	7-2½	10⅛	PC	No	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020	Ros	L6IHV	559	G	TX	140	83	34	37x2¼	52x4	N
95	282	5.3	186	33.7	73-2800	L	G	A	7-2½	10⅛	PC	No	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020	Ros	L6IHV	459	G	TX	140	83	34	37x2¼	44x3	N
96	339	4.7	210	38.4	76-2400	L	G	A	7-2¾	13¼	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5572	Ros	L41HV	559	G	CD	168	101	34½	39½x2½	52x4	N
97	428	4.4	283	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5582B	Ros	L6IHV	625	G	CD	168	101	34½	40x2½	52x4	N
98	428	4.4	283	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5582B	Ros	L6*HV	625	G	CD	168	101	34½	40x2½	52x4	N
99	501	5.0	330	48.6	110-2200	L	G	A	7-3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L6IHV	...	G	CD	142	87¼	34	39½x2½	54x3	N
100	529	4.9	350	51.3	115-2200	L	G	A	7-3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L6IHV	...	G	CD	142	87¼	34	44x3	52x4	N
101	779	4.5	505	66.2	163-2000	L	G	A	7-3½	17½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	Ws6IA	...	G	CD	144	88	34	44x3	42x4	N
102	855	4.5	555	72.8	180-2000	L	G	A	7-3½	17½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	Ws6IA	...	G	CD	168	100	34	44x3	42x4	N
103	282	4.7	176	33.7	73-2700	L	G	A	7-2½	10⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L6IHV	536	a	TX	168	102	31½	38x2¼	52x4	N
104	361	4.4	235	40.8	83-2400	L	G	A	7-2¾	13¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L6IHV	536	a	FD	168	102	31½	38x2½	52x4	N
105	393	4.9	260	42.1	103-2600	L	G	C	7-3	11¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L6IHV	654	a	FD	168	102	31½	38x2½	52x4	N
106	453	4.7	300	48.6	98-2200	L	G	A	7-3	14	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	N
107	501	4.9	330	8.6	110-2200	L	G	A	7-3	12½	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	N
108	498	4.4	322	53.3	125-2400	H	C	A	4-2¾	10⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	N
109	638	4.3	410	54.1	126-1850	L	G	C	4-3	10⅞	CC	Bu	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	N
110	707	4.4	506	60.0	170-2000	H	C	A	7-3¼	11⅛	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	N
111	707	4.4	506	60.0	170-2000	H	C	A	7-3¼	11⅛	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	N
112	263	5.4	164	31.5	70-3000	L	G	C	7-2½	10⅛	PC	No	Str	M	DR	DR	P.BL	Ow	Spi	Tim 30000H	Ros	L6IHV	412	G	TD	168	104	34	38x2½	47x3	N
113	339	4.2	212	38.4	90-2700	H	C	C	7-2¾	13⅛	PC	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 33020H	Ros	L6IHV	559	G	TD	170	108	34	38x2½	56x4	N
114

Line Number	MAKE AND MODEL	Wheels Driven—6-Wheelers	GENERAL See Keynoter: Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. Stripped	TIRE SIZE: Front	Rear	MAJOR UNITS: ENGINE: Make and Model	No. of Cylinders Bore and Stroke	TRANSMISSION: Make and Model	Location and Forward Speeds	Aux. Location and Speeds	REAR AXLE: Make and Model	Gear and Type	Drive and Torque	GEAR RATIOS: In High	In Low	FRAME: Side Rail Dimensions	Type
1	Le Moon...900	4R	7–8	6775	191	203	.....	12000	B9.75/20	DB9.75/20	Wau 6SRL	6–4⅜x5½	BL 607	A 7	No	TimSW310W	WF	H	9.25	86.9	9x4x¼	B
2	(Con.)...1000	4R	8–10	7950	196	208	.....	12600	B9.75/24	DB9.75/24	Wau 6AB	6–4½x5¾	BL 714	U 4	3	TimSW310W	WF	H	9.25	128.	9x4x¼	B
3	1200	4R	10–12	8500	196	208	.....	14000	B9.75/24	DB9.75/24	Wau 6RB	6–5x5¾	BL 714	U 4	3	TimSW410W	WF	H	9.25	128.	9x4x¼	B
4	.....1200D	4R	10–12	9750	196	208	.....	14000	B9.75/24	Cum.Die.H6	6–4¾x6	BL 735	U 5	No	TimSW410W	WF	H	7.6	47.6	9x4x¼	B
5	Mack.....BX	4R	8–15	7950	178	207	.....	12000	B8.25/22	DB8.25/22	Own CF	6–4¼x5½	Own BX	U 4	No	Own BX6	2F	A	6.53	46.0	9½x3x¼	C
6	.....BQ	4R	8–15	9350	224	248	.....	15000	B9.75/22	DB9.75/22	Own BQ	6–4¾x5½	Own AC	A 4	No	Own BX6	2F	A	6.54	41.9	10½x3x¼	C
7	.....AC	4R	8–15	8500	217	257	.....	14550	P40x8	DP40x8	Own BQ	6–4¾x5¾	Own AC	J 4	No	Own AC	CD	R	9.26	59.4	8½x3x¼	C
8	.....AK	4R	8–15	9000	217	257	.....	15900	B9 75/22	DB9.75/22	Own BQ	6–4¾x5¾	Own AC	A 4	No	Own AK6	2F	A	7.46	47.8	8½x3x¼	C
9	.....AP	4R	8–15	10500	217	257	.....	14850	P40x8	DP40x8	Own AP	6–5x6	Own AC	J 4	No	Own AC	CD	R	9.26	59.4	8x3x¼	C
10	.....AP	4R	8–15	11000	217	257	.....	16400	B9.75/22	DB9.75/22	Own AP	6–5x6	Own AC	A 4	No	Own AK6	2F	A	7.46	47.8	8½x3x¼	C
11	Mar.-Her.TH310A-6	10		10000	193	229	.....	14070	B9.75/22	DB9.75/22	Her RXC	6–4½x5¼	Fu 5A530	U 5	A 2	Own-Wis	2F	R	9.11	163.	8½x3x¼	P
12	..(13)TH315	6	12–13	12500	198	234	.....	15420	B9.75/22	DB9.75/22	Her HXB	6–5x6	BL 724	U 4	A 3	Own-Wis	2F	R	9.11	163.	8½x3x¼	P
13	..(13)TH320	6	15–18	14500	225	255	.....	18450	B10.50/24	DB10.50/24	Her HXC	6–5¼x6	BL 724	U 4	A 3	Own-Wis	2F	R	9.11	188.	10x3x⅝	P
14	MorelandR.A15	2C	3	1550	153	Op	15000	5300	B6.50/20	DB6.50/20	Her JXC	6–3¾x4½	BL 224	U 4	No	Tim SBT75	8F	R	5.66	35.0	7¼x2⅝x¼	T
15	.....RA20	2C	5	1981	149	Op	20000	6100	P32x6	DP32x6	Her JXC	6–3¾x4½	BL 224	U 4	No	Tim SBT151	8F	R	6.17	38.2	7¼x2⅝x¼	T
16	.....BD21M	4C	5	3534	184	Op	21000	8300	B7.50/20	DB7.50/20	Her WXC3	6–4¼x4½	BL 334	U 4	No	Tim 64800	WF	R	6.40	39.6	9¼x3½x¼	T
17	.....ED25M	4C	7	4067	184	Op	25000	8900	B8.25/20	DB8.25/20	Her WXC3	6–4¼x4	BL 334	U 4	No	Tim 65000	W	R	7.50	46.0	9¼x3½x¼	T
18	.....HD34M	4C	10	5869	220	Op	34000	11000	B9.00/20	DB9.00/20	Her RXB	6–4½x5½	BL 524	U 4	No	Tim 65720	W	R	8.50	62.0	9½x3¼x¼	T
19	.....TD34	4C	10	7607	221	Op	34000	13250	B9.75/20	DB9.75/20	Con 16H	6–4¾x5¾	BL 724	U 4	No	Tim 68720W	W	R	8.75	62.0	11x3¼x¼	T
20	SterlingFBT152	2R	8½	4580	174	204	30400	9500	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	Own UC7	U 5	No	Own	BF	R	7.8	55.5	10x3¼x½	L
21	.....FDT152	2R	8½	4705	174	204	30400	9700	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	Own UC7	U 5	No	Own	2F	R	9.0	52.7	10x3¼x¼	L
22	.....FDS180	4R	8–10	8605	158	Op	36000	12850	P40x8	DP40x8	Wau AB	6–4½x5¾	Ow: UC8	U 4	A 3	Tim 310	2F	R	9.1	113.	15x3¼x¼	L
23	.....FDS200	4R	10–12	9130	159	Op	40000	13550	P40x8	DP40x8	Wau RB	6–5x5¾	Own UC8	U 4	A 3	Tim 410	2F	R	9.1	113.	15x3¼x¼	L
24	*.....FCS210	4R	15–18	10175	Op	Op	42000	14750	P40x8	DP40x8	Wau RB	6–5x5¾	Own UC8	U 4	A 3	Own	CD	R	9.5	59.6	15x3¼x¼	L
25	.....FDT200	2R	12–12½	7670	178	208	40000	12050	P40x8	DP40x8	Wau 6-125	6–4¾x5¼	Own UC	U 4	Op	Own	2F	R	8.85	58.8	12x3¼x¼	L
26	.....FDT250	2R	16–16½	8855	186	216	50000	13550	P42x9	DP42x9	Wau RB	6–5x5¾	Own UC8	U 4	Op	Own	2F	R	8.85	55.5	15x3¼x¼	L
27	.....FCT180	2R	10–10½	7265	178	208	36000	11200	P36x8	DP36x8	Wau 8RL	6–4¾x5¼	Own UC	U 4	Op	Own	CD	R	8.2	54.5	12x3¼x¼	L
28	.....FCT200	2R	12–12½	7685	178	208	40000	11800	P40x8	DP40x8	Wau 6-125	6–4¾x5¼	Own UC	U 4	Op	Own	CD	R	9.3	61.8	12x3¼x¼	L
29	Ward 440TC		15	11000	240	246	44000	14000	B9.75/22	DB9.75/22	Cu. Die. HA	6–4½x6	BL 735	A 5	No	Tim SDT420w	WF	R	6.42	40.4	14x3¼x¼	T
30	LaFr. 440TR		15	9350	240	246	44000	13700	B9.75/22	DB9.75/22	Wau RB	6–5x5¾	BL 735	A 5	No	Tim SDT420w	WF	R	6.42	40.4	14x3¼x¼	T
31	340TM		7½	4700	204	230	28000	9200	B8.25/20	DB8.25/20	Wau MK	6–4½x4¾	BL 5352	U 5	No	Tim SBT251H	8F	T	Opt	Opt	12x3¼x¼	T
32	400T5		12	7100	203	241	40000	13000	B9.75/20	DB9.75/20	Wau 6-125	6–4½x5½	BL 5352	U 5	No	Tim SWT320tw	WF	R	8.5	65.5	14x3¼x¼	T
33	Wht.630SW251	4R	5–6	***	193	205	.....	10000	B8.25/20	DB8.25/20	Own A7	6–4¼x5¼	Own 4B	U 4	No	Tim SW251	WF	R	6.75	44.2	8½x3¼x¼	C
34	...642SW320	4R	7–9	***	198	210	.....	12670	B9.00/20	DB9.00/20	Own 1AB	6–4¾x5¾	Own 7B	U 4	No	TimSW310W	WF	R	8.5	55.6	8½x3¼x¼	C
35	...643SW420	4R	9–11	***	198	215	.....	14400	P40x8	DP40x8	Own 1AB	6–4¾x5¾	Own 7B	U 4	No	TimSW410W	WF	R	10.2	69.1	8¼x3¼x½	C

Goal of Truck Designers is Lower Operating Costs

(CONTINUED FROM PAGE 13)

manufacturer denies that he has had cylinder cracking," he said, "I hereby appoint him a member of the Ananias Club."

Most of the cracking, Mack has found, occurred between valve seats and the cylinder bore. Borrowing a German trick from the Diesel-engine fraternity, as Mr. Horine put it, they now radius the edge of the bore to give a flexible form—better able to conform to rapid expansion and contraction and to give a uniform section of metal between the combustion chamber and the water jacket.

Alex Taub, Chevrolet's development engineer, told the meeting that anybody who joined the "club of valve-in-head users" would not be bothered with cylinder cracking, and A. L. Scarratt, chief truck engineer for International Harvester, pointed out that his company furnished L-heads and valve-in-heads, according to what they considered the needs of a particular chassis.

"Our experience in the development of trucks has led us to the conclusion," said Mr. Scarratt, "that no cooling system which will not safely maintain a balance of temperature less than the boiling point of water, with the engine operating at the speeds of maximum torque and at an atmospheric temperature of 100 deg., is adequate." He described in some detail the means used to assure adequate cooling and pumping arrangements.

Lubrication was picked for special emphasis by Mr. Piroumoff. "Improved design and quality of pistons and piston rings," he pointed out, "permit liberal amounts of oil to be thrown on the cylinder walls without developing a condition of excessive oil consumption or excessive carbon formation, which has reduced the necessity for frequent carbon cleaning, loosening of piston rings, blowing out of plugged oil lines, etc.

"Effective ventilation of the crankcase and valve chamber, when combined with a dependable and efficient air cleaner and oil cleaner, not only preserves the quality and purity of the engine lubricating oil and reduces wear on various engine parts, but practically eliminates the condition of sticky or bent valves, corrosion of engine parts, etc."

Two methods of designing parts with respect to the maintenance problem were outlined in a paper by B. B. Bachman, chief engineer of Autocar (the paper was read by Adolph Gelpke). One method, Mr. Bachman wrote, is to reproduce the maximum of accessibility to each part and to arrange them so that any area subject to wear could be removed and replaced, or the original relationship reproduced by adjustment. Another method of attack is to design the part so that the necessity for repair will be projected sufficiently far out on the life-curve of the vehicle so that the cost of renewal when contrasted to the earning power of the unit over this relatively long period will be satisfactorily low. The answer to the two methods lies in harmonizing them, according to Mr. Bachman, and as an example of how this was done he cited several features of Autocar engine design: construction of the engine cylinder-block separate and removable from the crankcase; bell housing which carries the rear support arms for the engine is a separate housing bolted to the crankcase, etc.

The contribution of metallurgists to commercial vehicles which are easier and less costly to maintain was singled out by Charles Kynock of Dodge for special mention. He said, in part, "Commercial vehicles have become better metallurgically. The demands of the automotive industry are of incalculable value in fostering metallurgical development. Special alloys are constantly being evolved; valve-seat inserts to reduce valve maintenance, alloy pistons that increase engine power and decrease bearing load, and cast-iron brake drums that promote safety, longer lining life and less-frequent adjustment.

"We might well make the list endless, for every part of the modern commercial-vehicle chassis is made from materials especially selected to match the physical properties required by the duty imposed on that member.

All the speakers gave a great deal of attention to the engine. The reason was pointed out by Frank G. Alborn, White's chief engineer, who said: "the most important and costly unit in the chassis is the engine."

"To obtain the maximum useful life in an engine," he continued, "the first requirement is a rigid engine frame-structure, which means a deep crankcase, amply ribbed. A flimsy crankcase structure affects the whole per-

Line Number	ENGINE DETAILS: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	SYST. FUEL: Carburetors Make	SYST. FUEL: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make, Location Type, Operation	SERVICE: Lining Area	SERVICE: Drum Material	Hand Location. Type	BODY MOUNTING DATA: Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	SPRINGS: Front	SPRINGS: Rear	Auxiliary Type
1	462	4.5	300	45.9	98–2000	L	G	A	7–3	13⅛	PC	Wa	Str	M	My	DR	D.BL	Ch	Spi	Tim 26045tw	Ros	Ws6IA	966a	CD	162	108	34	48x3½	53x4	N
2	549	4.5	332	48.6	100–2000	L	G	A	4–3½	11⅝	PC	Wa	Str	M	My	LN	D.BL	Ch	Spi	Tim 26045tw	Ros	Ws6IA	966a	CD	162	108	34	48x3½	53x4	N
3	677	4.6	460	60.0	127–2000	L	G	A	4–3½	11⅝	PC	Wa	Str	M	My	LN	D.BL	Ch	Spi	Tim 27045tw	Ros	Ws4IA	792a	CD	162	108	34	48x3½	53x4	N
4	672	17.1	420	57.0	125–1800	H	G	C	7–3¼	16½	FP	Ow	No	P	No	LN	dp BL	Ch	Spi	Tim 27045tw	Ros	Ws6IA	966a	CD	162	108	34	48x3½	53x4	N
5	468	4.6	292	13.4	108–2400	L	G	C	7–3	12⅞	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own BX	Own	O6IA	974a	FX	192	109	33¼	54¼x3	48x3½	N
6	611	5.7	398	54.2	128–2300	L	G	C	4–3½	10⅞	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own BQ	Ros	O6IA	902a	FX	192	111	33¼	50x3½	48x3½	N
7	611	5.7	398	54.2	128–2300	L	G	C	4–3½	10⅞	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AC	Ros	O6IA	930a	FX	180	109	37½	48x3½	52x4	½
8	611	5.7	398	54.2	128–2300	L	G	C	4–3½	10⅞	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AK	Ros	O6IA	1044a	FX	180	109	38½	48x3½	52x4	½
9	706	4.4	427	60.0	138–1900	L	G	C	4–3⅞	11⅜	PS	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AK	Ros	O6IA	930a	FX	180	109	38½	48x3½	52x4	½
10	706	4.4	427	60.0	138–1900	L	G	C	4–3⅞	11⅜	PS	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AK	Ros	O6IA	1044a	FX	180	109	38½	48x3½	52x4	½
11	529	4.9	350	51.3	114–2200	L	G	A	7–3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	Ws4/6IA	760a	FD	152	102	34	44x3	46x4	½
12	707	4.5	460	60.0	148–2000	L	G	A	7–3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own-Wis	Ros	Ws4/6IA	760a	FD	174	102	34	44x3	46x4	½
13	779	4.5	508	66.2	164–2000	L	G	A	7–3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own-Wis	Ros	Ws4/6IA	760a	2FD	223	127	34	52x4	46x4	½
14	282	5.C	176	33.8	73–2800	L	G	C	7–2½	10⅜	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 30000H	Ros	L6IH	412a	TD	168	71	34	40x2½	44x3	½
15	282	5.0	176	33.8	73–2800	L	G	C	7–2½	10⅜	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 31000H	Ros	L6IH	570a	TD	168	67	34	40x2½	52x4	N
16	383	4.4	262	43.3	92–2400	L	G	C	7–2½	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 33020H	Ros	L6IH	578a	TD	192	101	34	40x2½	42x2½	½
17	383	4.4	262	43.3	92–2400	L	G	C	7–2¾	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 33020H	Ros	L6IH	661a	TD	192	101	34	41½x2½	43½x3½	½
18	501	4.9	330	48.6	110–2200	L	G	C	7–3	12½	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim26450TW	Ros	W6IA	898a	TD	216	113	34	42x3	43½x4	½
19	611	4.5	384	54.1	127–2300	L	G	A	7–3	13⅜	PC	No	Zen	M	AL	AL	dp.BL	Lo	Cle	Tim 27050W	Ros	W6IA	960a	TD	Opt	Opt	38	44x3	48x3½	½
20	358	5.0	254	38.5	110–2800	F	G	A	7–2⅜	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 35000N	Ros	L4IHV	596a	CX	192	91	34	42x2½	57x4	N
21	358	5.0	254	38.5	110–2800	F	G	A	7–2⅜	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 35000N	Ros	L4IHV	596a	CX	192	91	34	42x2½	57x4	N
22	549	4.5	330	48.6	99–2000	L	G	C	4–3½	11⅝	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	Ws4IA	576a	CX	Opt	88	34	48x3	58x4	N
23	677	4.4	440	60.0	125–2000	L	G	C	4–3½	11⅝	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27450N	Ros	Ws4IA	792a	CX	Opt	89	34	48x3	58x4	N
24	677	4.4	440	60.0	125–2000	L	G	A	4–3½	11⅝	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27450N	Ros	Ws4IA	792a	CD	Opt	Opt	34	48x3	60x3½	N
25	462	5.5	324	45.9	125–2400	F	G	A	7–3	13⅜	CC	Ha	Zen	M	DR	DR	D.Ow	No	Spi	Tim 26450N	Ros	O4IA	792a	CX	192	94	34	48x3	(10)	N
26	677	4.4	440	60.0	125–2000	L	G	A	4–3½	11⅝	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27450N	Ros	O4IA	792a	CX	192	93	34	48x3	(10)	N
27	462	4.5	300	45.9	102–2400	L	G	C	7–3	13⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	O4IA	1152?	JX	192	94	34	48x3	(10)	N
28	462	5.5	324	45.9	125–2400	F	G	A	7–3	13⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	O4IA	1152S	JX	192	94	34	48x3	(10)	N
29	672	17.0	420	57.0	125–1800	H	G	C	7–3¼	16½	CC	En	No	M	CI	LN	dp.BL	Pe	Spi	Tim 27452W	Ros	Ws6IA	1012a	TD	255	148¼	34	42x3	46x4	N
30	677	5.5	465	60.0	145–2000	L	G	C	4–3½	11¼	FP	Wa	Zen	V	DR	LN	dp.BL	Pe	Spi	Tim 27452W	Ros	Ws6IA	1012a	TD	255	148¼	34	42x3	46x4	N
31	381	4.6	242	40.8	85–2500	L	G	C	7–2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L6IHV	651a	TD	192	115	34	42x3	52x4	N
32	462	4.6	324	45.9	125–2600	F	G	A	7–3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim26450TW	Ros	Ws6IA	902a	TD	192	116¼	34	42x3	46x4	N
33	434	4.9	275	42.0	105–2100	H	C	S	7–2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 6D	Ros	L4rIHV	514a	CI	194⅛	109⅞	34⅞	42x3	51⅛x4	N
34	519	4.0	333	45.9	118–2100	H	C	S	7–3	15⅜	FP	Ow	Zen	E	LN	LN	dp.Ow	Ow	Spi	Own 12D	Ros	Ws6IA	833a	CI	194⅛	109¾	34⅞	42x3	42x4	N
35	519	4.0	333	45.9	118–2100	H	C	S	7–3	15⅜	FP	Ow	Zen	E	LN	LN	dp.Ow	Ow	Spi	Own 12D	Ros	Ws6IA	833a	CI	194⅛	109¾	34⅞	42x3	42x4	N

formance of the engine and is particularly destructive on the main bearings of the crankshaft. Because of the additional rigidity gained by its use, cast iron is often preferable to aluminum as crankcase material."

Some of the other engine structural details emphasized by Mr. Alborn were: "The camshaft should be of ample diameter and supported with the minimum span between bearings. It must be case hardened for wear and the depth of case on the cams must be sufficient to prevent local distortions at the points of acceleration reversals. The surface of the mushroom follower in contact with the cam must have, in addition to extreme hardness, a resistance to wear. For this, an alloy white iron containing a high percentage of combined carbon puddled into a steel follower gives remarkable service."

The virtue of interchangeability of parts was woven through a paper by G. Waine Thomas, executive engineer of Reo.

"Interchangeability of parts obviously is a factor of no mean importance . . . . continuity of design from one model to another allows the carrying of fewer spare units or parts, producing a definite saving, particularly where fleets using various capacity trucks are concerned," he said.

Among the Reo points which contribute to the reduction of maintenance cost he cited front axles, which are of the reverse Elliott type having drop-forged I-beam sections with extra metal located at the points of stress.

Mr. Taub put his finger directly on an old sore. Showing a slide of a passenger-car engine converted for truck use, he said, "I am firmly convinced from my experience that an engine perfectly satisfactory for truck use won't standup in a passenger car, and that has been proved several times.

"When you build an engine that in a passenger car serves at 80 m.p.h., and the things that go with that, you have an ideal truck engine. That has been borne out definitely in the 1½-ton group."

Mr. Taub defended also iron pistons and splash lubrication in engines on which they have given satisfactory service. He gave it as his opinion that if exhaust-valve temperatures can be controlled by proper cooling, exhaust-valve seats become unnecessary.

Mr. Alborn hinted at what may be the next point of engineering improvement in truck design. He said: "There has been a lot of discussion and, in some countries, a very extensive use of fluid-type transmission . . . . the virtue of some form of shock-absorbing device placed between the engine and the rear-axle is one that deserves attention if the other factors of initial cost and maintenance can be solved successfully."

Proving That Governors Can Throttle Expenses

(CONTINUED FROM PAGE 24)

No. 2 than did Vehicle B, or vice versa. The same comparisons, of course, will be drawn for vehicle B. A two months' comparison in one instance showed that a vehicle equipped with a governor operated at 14.7 miles per gallon in its original district, and dropped to 13.6 miles per gallon in the new district to which it was transferred. The old territory where the best mileage was obtained was largely hilly and somewhat rough of terrain, while the new district is largely level and comparatively smoother, so the fluctuation would appear to be due to driver differences.

The second of the remaining methods of experiment requires the installation of governors on certain vehicles for a period of six months. At the end of the period the governors will be removed, and the two periods will be compared. Thus we will have the same vehicle, the same driver, the identical day to day conditions, the same territory traversed, both with and without governors. In this comparison, owing to the short period of time covered, the only items of comparison will be gasoline consumption, tire wear. These six-month trials are to be made on the newest vehicles in the fleet in order that the best conditions of mechanical efficiency of the vehicles may be enjoyed. This method of experiment could hardly be used for periods longer than six months, for the reason that during the second period when the vehicle was being operated without the governor the state of mechanical efficiency is tending to decrease slightly, and the longer the periods the greater would be the variance of ordinary efficiency.

The experiments as conducted so far have indicated there can be no doubt that if the vehicles are selected with reasonable care, and if the governor settings are properly made, these devices are well worth their cost.

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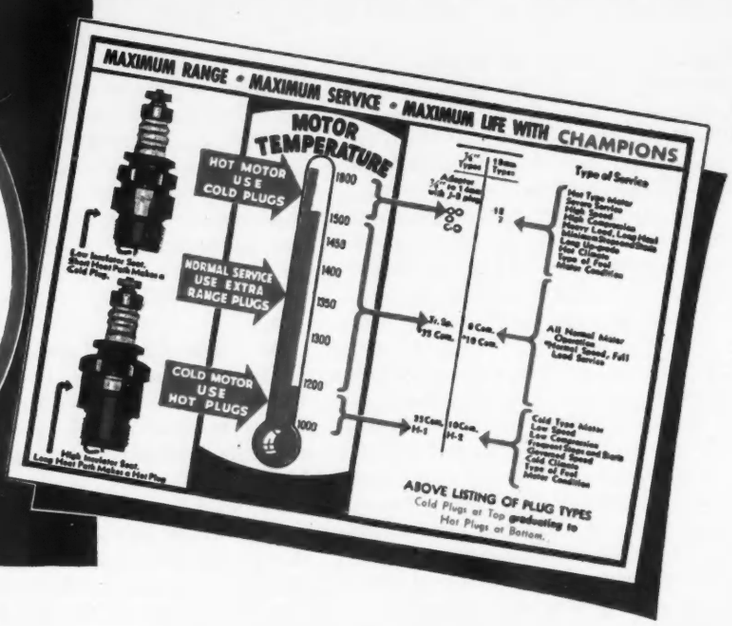
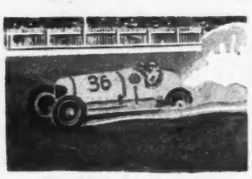
THE new 1934 line of commercial type Champion Spark Plugs offers the solution to every spark plug problem encountered in the commercial car field. Backed by Champion's unequalled experience, constant engineering and field research maintained on spark plugs in use in every type engine and under all types of load, road and climatic conditions, you will find a Champion Spark Plug specifically built to your particular requirements. For absolute dependability in every engine and under every operating condition standardize on Champions. Write for *free* folder showing latest developments and recommendations.

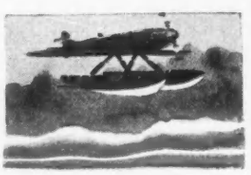




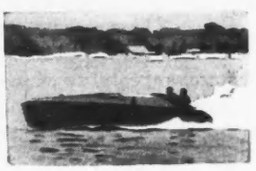
INDIANAPOLIS — *Louis Meyer, 1933 Indianapolis Race winner, won AAA Championship — 10th consecutive year Champion shared both honors.*

DENVER, COLORADO — *A Champion equipped Hudson-built Terraplane driven by Al Miller, broke all stock car records for the Pike's Peak Hill Climb.*

CEDAR LAKE, IND.— *Geo. Coleman established new all time speed record with Champion equipped outboard. Speed 61.75 miles per hour.*



DESENZANO, ITALY—*Francesco Agello broke world's aircraft speed record using Champions, at a speed of 426.5 M.P.H. —over seven miles per minute.*



WASHINGTON, D. C.— *George Reis' El Lagarto won President's Cup using Champions after also winning National Sweepstakes and Gold Cup.*

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Needless to say, the privilege was granted. And Reo now takes pleasure in extending the same invitation to all interested fleet owners. Undoubtedly there are in your organization one or more executives who realize that there is still something to learn in the truck business — men who are eager to broaden their knowledge of the basic principles of truck selection and operation.

If so, simply write us, or use the coupon below to give us their names and positions, and we will immediately arrange to send them the course in a regular series of mailings.

There is no charge—and no obligation whatever. Reo is only too glad to offer this service to any truck operator as a part of its general campaign to eliminate guesswork and idle claims from a field where FACTS alone should have consideration.

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No. of trucks operated_____

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Mack Designs Two Cab-Over-Engine Jobs

(CONTINUED FROM PAGE 35)

The power plant is rubber mounted at four points, one at the front, two at the bell-housing and one at the rear of the transmission.

The radiator is of the built-up type with heavy brass upper and lower tanks and a continuous-finned flat-tubular core. It is provided with vertical shutters, hand-operated by an easy-acting lever convenient to the driver's hand. It also has rubber supports.

From the engine, the drive is taken through a single-plate clutch to the unit powerplant transmission. The standard transmission affords the usual four forward speeds, but where required, a five-speed box of similar design is also available in which the fifth speed is geared up. An interesting feature of the transmission arrangement is its control. The gearshift lever is mounted alongside the engine and connects with the selector mechanism, which is at the side of the transmission, by a single rod, as has been Mack practice on several models for many years. In both types the gearbox is a staunch aluminum casting and is supported from the bell-housing, which, instead of being integral with the aluminum crankcase, is a separate steel casting to which stiff arms are bolted to form an exceptionally stiff frame cross-member. Gears and shafts are exceptionally heavy, all gears being upset end-grain drop-forgings, case-hardened. Constant-mesh, third and fifth speed gears are generator-ground for quietness.

Four needle-bearing Spicer universals are used, the primary shaft extending from the transmission to the shaft brake and the secondary shaft from thence to the rear axle. The shaft brake is mounted between two ball bearings and carried between two channel cross-members.

Final drive is by a full-floating dual reduction axle employing Hotchkiss drive. The massive banjo is drop forged from chrome-nickel steel and heat-treated. The entire axle, including differential housing, wheel spindles and spring perches, is in one piece.

Foot brakes are of the four-wheel mechanical type, fully inclosed, and actuated by a B-K vacuum booster.

Fuel is carried in a 40-gal. rectangular tank slung from staunch pressed-steel outriggers at the left of the frame, just abaft the cab. Where distances require, a duplicate tank can be placed on the side opposite.

Specifications of these new models will be found in the specification tables in this issue.

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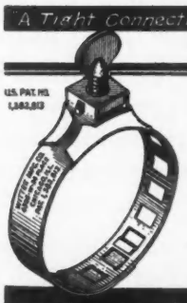
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